

Weather

Fine today. The maximum temperature yesterday was 42.4 and the minimum 32, the figures for the corresponding day last year being 43.7 and 37.6.

THE CHINA PRESS

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SHANGHAI SUNDAY, FEBRUARY 9, 1919

大正四年三月廿九日 20 CENTS

FRANCE AND ITALY PRESSING CLAIMS FOR TERRITORY

League Of Nations Control Not Recognised As Applying To Europe

ITALY OBSTINATE

French Demand For German Soil Includes Valley Of The Saar

AFRICA INVOLVED

Italy Wants Adriatic Coast And Some In Balkans And Austria

(Reuter's Agency War Service)

Paris, January 30, (delayed).—President Wilson has made a proposal for internationalising the territory captured from Germany and a very important move has been made by the British Imperial War Cabinet deciding to support President Wilson's theory although the representatives of the Dominions have made an energetic protest.

The French press says that this decision involves the admission that the treaties made with Japan for the retention of the islands in the North Pacific, with the Arabs regarding Syria and the understanding with the French regarding the Cameroons must be arbitrarily modified, if not torn up. The Japanese delegates declare their unalterable determination to claim the islands they were promised. One question concerning internationalisation is whether the principle will govern not only the fate of the German colonies but also the territory in Europe taken from the enemy. The opinion of the representatives of France, Italy and the British Dominions is that any system of international control has always proved a failure in the past and the only right of interference the League of Nations should assume would be the right to call to account any Power whose government is injurious to the interests of the inhabitants.

French And Italian Claims

Paris, January 31, (delayed).—President Wilson's theory of international ownership as applied to the German colonies can be regarded as the inevitable decision of the Peace Conference. Japan has added a formal acceptance and South Africa is understood to be no longer opposing it. As the result of the attitude taken up by Italy it has been decided that the mandatory system shall only be applied to territories outside Europe, thus the fate of the Adriatic coast, the Balkans, the districts in Austria and the French claims of territory against Germany, including the valley of the Saar, remain for independent consideration.

It is hoped that in actual practice the authority of the League may be confined to the right of interference in cases where international morality is outraged. Receiving the foreign journalists and asked if the acceptance of President Wilson's plan would mean the tearing up of all agreements made between the Allies during the war, such as between Italy and the Entente and between Japan and the Entente, M. Tardieu replied that all the agreements will be examined by the Peace Conference. Dealing with Africa M. Tardieu again affirmed the intention of France to claim Togoland, the Cameroons and a portion of the Congo.

Object To 'International'

Paris, February 1, (delayed).—French opinion is that there has been considerable misunderstanding over the misuse of the word "internationalisation" this word being unfortunate as everybody at the Conference knows that the majority of the attempts at internationalisation have not worked. The word which should have been used was mandatories.

No new developments have occurred as to the suggested conference. (Continued on Page 7)

Constituent Assembly Opens Session In Germany

25,000 Troops Surround Meeting Place In Fear Of Threats Of Interference By Extremists

(French Wireless)

Paris, February 7.—(Via Lyons and Koukaza). The German National Constituent Assembly opened on Thursday in the Weimar Theater. The town was packed with troops and nearly 25,000 men are protecting the Assembly.

Herr Ebert opened the first sitting with a speech in which he recognised that Germany has lost the war and declared that the German people are determined to demand a reckoning from those whose culpability can be established. However, his long speech conveys the impression that the German people seek to get out

of the affair with the best possible face

(Reuter's Agency War Service)

Copenhagen, February 4.—A message from Weimar states that the members of the German Government arrived there yesterday and took up their residence in the Palace.

Amsterdam, February 4.—A message from Eisenach says that a thousand armed soldiers and workmen have gone to Weimar with the watchword "against the Ebert-Scheidemann Government and guard the troops." Troops armed by the Independent Socialists have also left Gotha to oppose the Government.

REPATRIATION BUREAU BEGINS WORK TOMORROW

Offices Opened Yesterday And Admiral Tsai Discusses Plans With Officials

The bureau for the repatriation of enemy subjects opened offices at 121 Bubbling Well Road yesterday. Admiral Tsai Tin-kan, director of the Bureau, held a conference at the Yamen of the Shanghai Defense Commissioner at Lung-hua with General Liu Yung-hsian and Ivan Chen, later conferring with Major A. H. Hilton Johnson, Deputy Superintendent of the International Settlement Police, and work will be started on the checking up of registered enemy subjects tomorrow.

Enemy subjects living outside the confines of the French Concession and International Settlement will be catalogued first and then the lists of those registered with the French and International Police will be checked up.

Acting under instructions from Peking, the Bureau announced yesterday that requests of Shanghai Germans and Austrians for immunity from deportation must be filed here and not in Peking. Many local Germans and Austrians have already addressed petitions to Peking.

The Chinese authorities will be in charge of the repatriation and sequestration of enemy property and police departments of the French Concession and International Settlement will assist.

ARGENTINE GOVERNMENT GRANTS ALLIES CREDIT

Allows Britain, France And Italy \$200,000,000 For Buying Cereals

(French Wireless)

Paris, February 7.—(Via Lyons and Koukaza). A message from Buenos Aires says that Mr. Pueyrredon, the Minister for Foreign Affairs, and the Ministers of Great Britain, France and Italy have signed an agreement granting the latter nations a credit of \$200 millions for buying cereals in the Argentine.

Cologne Gazette Punished By British

Once Ardent Supporter Of Kaiserism Is Suspended For A Week

(Reuter's Agency War Service)

Cologne, February 2.—The British authorities have suspended the Cologne Gazette for a week for publishing undesirable matter.

ALLIED SHIPS CONTROL PROVISIONS IN HAMBURG

Arrive To Prevent Repetition Of Confiscation Of Imports By Soviet

(Reuter's Agency War Service)

London, February 5.—A telegram received in The Hague from Hamburg states that four British and American cruisers and destroyers have arrived in Hamburg to control imported provisions, which the local Soviet confiscated.

UNKNOWN MAN SHOTS SHANSI EX-GOVERNOR

Ting Pao-chien Wounded Three Times When Attempt Is Made On Life

An attempt was made on the life of Ting Pao-chien, Governor of Shansi under the Manchu Dynasty and former head of the Shansi Bureau of Finance, shortly after nine o'clock yesterday morning, by an unknown Chinese who fired several shots at the retired official as he was riding in a ricksha on Tating Road near the San Hai Alleyway. Three of the bullets took effect, one penetrating the back, another the arm, and a third grazing Mr. Ting's neck.

The man, who was accompanied by one or two others according to the ricksha coolie, escaped. Mr. Ting was taken to his home, 245 Shanhai Road, and later sent to the Shantung Road Hospital, where doctors said his case was serious.

The injured man's family insisted on taking Mr. Ting to his home early last evening despite the advice of hospital physicians.

The reason for the attack on Mr. Ting is a mystery. Attending physicians would not allow detectives to talk to the injured man yesterday and his family profess no knowledge of events that would lead to an attempt on Mr. Ting's life.

NO TRUCE WITH SOVIET, KOLTCHAK DECLARES

Opposition In Siberia To Principo Conference With Bolsheviks Grows Unabatedly

(Reuter's Pacific Service)

Vladivostok, February 7.—The opposition in Siberia to the Principo Conference continues unabatedly. Admiral Koltchak has issued a proclamation in which he says that no truce is possible between the Siberian troops and the traitorous bands of the Red Army and no agreement possible between the Siberian Government and the communists ensconced in the sacred Kremlin at Moscow who are destroying the country and the people. The proclamation concludes "we have no intention of trading with the criminal Bolsheviks to whom neither law or agreement are sacred."

The Tobolsk Semstvo and the Semi Palatinsk municipalities have passed resolutions declaring that the Government headed by Lenin and Trotsky is the enemy of the Russian people.

Harbin, February 7.—According to the Russian Telegraph Agency, the Foreign Office at Omsk is continually receiving reports from M. Maklakoff and M. Sazonoff in Paris. The latter recently cabled that he has been reliably informed that the Bolshevik organisations in North Russia are falling to pieces.

(Reuter's Agency War Service)

Paris, January 27.—The French press, officials and public continue almost exclusively to discuss the Russian situation. The Bolshevik desire to entangle the Allies in discussions and further debates among the five Great Powers are necessary. M. Pichon, the French Minister for Foreign Affairs, has informed journalists that the Peace Conference has not recognised the Bolshevik government. Touching on the question of Syria, he said that the French plans and Arabian aspirations can be arranged by mutual agreement.

Hey! Look Out! You'll Upset Something



—Daring in New York Tribune

LONDON RAILWAY STRIKE IS FAR FROM SETTLED

Drivers Of Electric Lines To Quit Work In Sympathy

(Reuter's Agency War Service)

London, February 5.—Despite the settlement with the Railway Clerks' Association, the trouble with the railways is not yet ended. The Secretary of the Locomotive Engineers' Society announced yesterday evening that the Society is calling out the drivers of steam engines on railways which are partially electrified in support of the London tubemen and, if this proves of no avail, they will resort to a national stoppage of work.

The Assistant-Secretary of the Locomotive Engineers' Society, interviewed in Leeds, said that the 45,000 drivers and firemen who are members of the Society would come out if the trouble in London is not settled at an early date. He declared that railwaymen in the provinces are dissatisfied with the half-hearted application of the eight-hour day, which is due to the slowness of the release of railwaymen from the army.

On the other hand the National Union of Railwaymen deprecates the strike as unauthorised and hampering negotiations.

200,000 TEUTONS SUFFER HEAVILY IN WEST SIBERIA

Many Perishing Of Cold And Hunger; Help Of Allies Is Asked

(Reuter's Pacific Service)

Vladivostok, February 7.—Reports from Omsk confirm the terrible plight of 200,000 German and Austrian prisoners of war in West Siberia, many of whom are perishing from cold and hunger. They have petitioned the representatives of the Allies to be allowed to return to their own countries via Vladivostok.

B.W.W.A. Requested To Replenish Stores Destroyed By Fire

British Hospital Supplies Burned At Vladivostok; Local Workers Urged To Aid

(Reuter's Agency War Service)

Destruction by fire of the British Red Cross stores at Vladivostok is the cause of a telegraphic request to the British Women's Work Association here for complete supplies for 200 hospital beds. The Association received the wire from General Sir C. H. Powell, K.C.B., British Red Cross Commissioner, shortly after noon yesterday and at two o'clock, tailors at the B.W.W.A. depot started cutting the necessary supplies.

The request is urgent, the response must be immediate, and money and workers are needed quickly. Cutters will work all day tomorrow and by Tuesday morning, work will be ready for distribution. Checks and cash may be sent to the Honorary Treasurer, British Supreme Court.

The telegram contains no reference to war dressings and gauze bandages and this work, now being done for the American Red Cross, will continue at the B.W.W.A. depot. The manufacturing of children's garments was immediately stopped and the entire force, with the exception of those working on supplies for the American Red Cross, has been assigned to assist in filling the new order.

Workers of all nationalities are requested to help in replenishing the British stores at Vladivostok. The task is an immense one. Supplies for 200 hospital beds include 1,500 sheets, 1,000 pillow cases, 1,000 towels, pajamas, surgeon and nurse's clothing and hundreds of other garments. Complete plans for filling the order will be made at a meeting of the B.W.W.A. Committee tomorrow.

Asia Bank To Hold Reception Tuesday

A reception in connection with the opening of the chief China branch of the Asia Banking Corporation will be held in the institution's new quarters in the Ezra Buildings, 15 Kiukiang Road, Tuesday afternoon, when the offices will be open for inspection from 1 to 5 o'clock.

FOREIGN MINISTER REVEALS DETAILS OF OBATA'S VISIT

Chen Lu Flatly Contradicts Japanese Minister's Explanation Of Episode

CONFIRMS THREAT

Also Disproves Claim That Tokio Was Ignorant Of His Action

SAW TELEGRAMS

Incident Can Now Be Considered Closed, Chinese Are Told

(Reuter's Pacific Service)

Peking, February 8.—The Peking Leader says that several representatives of the People's Diplomatic Society, together with a representative of the Peking Leader, yesterday called on Mr. Chen Lu, the acting Minister for Foreign Affairs, in connection with the latest Japanese demands. The representatives first explained the object of their visit, saying that as diplomacy based on the will of the people prevailed in every other country they deemed it the duty of the people to support the government in all important diplomatic questions. The people, however, could do very little unless they had a comprehensive knowledge of what was occurring.

Mr. Chen Lu said that on January 27 the delegates of the five Great Powers held a meeting to discuss certain questions, including the Kiaochow Railway. The Japanese delegates expressed the opinion that the railway should be handed over to Japan but no definite result was reached.

Koo Presents China's Case

In the meantime Mr. Wellington Koo secured the consent of the Powers to attend the subsequent meeting and, when the question of the Kiaochow Railway was discussed, Mr. Wellington Koo, to the astonishment of the Japanese delegates, appealed to the Powers concerning the question of Tsingtau, instead of the Kiaochow Railway, and said that as Tsingtau was no longer German leased territory but, as the result of China's declaration of war, had become automatically Chinese territory again, it should be returned to China unconditionally. As the territory had been recovered from the hands of Germany by a joint Anglo-Japanese force, China would give these Powers due compensation for she had not the slightest desire to eat the fruits of others' labor. Mr. Wellington Koo presented China's case so ably and made such a good impression that the Allied delegates all nodded their appreciation and shook hands with him when he finished his speech.

Mr. Chen Lu continued: "On January 30 the Government received a telegram from Mr. Lu Cheng-hsiang giving a detailed report of the matter.

"On the following day, Chinese New Year, Mr. Obata, the Japanese Minister, communicated to the Wai-chiaoou his wish to see me on some urgent business. His request was at first refused on account of the New Year holidays but Mr. Obata insisted on seeing me. He came to the Wai-chiaoou on Saturday, Chinese New Year day, accompanied by Mr. Nishida, the Secretary of the Japanese Legation.

"They were received by myself and Mr. Sze Lu-peng, the Councillor of the Ministry.

Obata Showed Telegrams from Tokio

"Mr. Obata first showed me three telegrams which he had received from Tokio stating that the Chinese delegates in Paris were adopting an unfriendly attitude and opposing Japanese interests too strongly. The Chinese delegates had also declared to foreign correspondents in Paris that they were prepared to disclose at any moment the secret agreements between China and Japan. The Japanese Minister pointed out that, as these agreements were concluded between the two countries, according to diplomatic usage mutual consent

SINN FEINERS ESCAPE FROM ENGLISH PRISON

De Valera Among Trio Who Scale High Wall And Get Away

(Reuter's Agency War Service)

London, February 5.—The Sinn Feiners De Valera, Milroy and McGarry escaped from Lincoln prison on Monday, it is not known how. They were all right when the warders visited them in the afternoon but were missing five hours later. They had to scale a wall twenty feet high and penetrate the wire barriers in the grounds. It is supposed that some confederates in a motor car helped them to escape.

FRENCH FLYERS' RETURN FROM ALGIERS DELAYED

Expected To Be Back In Marseilles But Had To Land In Spain

(Reuter's Agency War Service)

Paris, January 27.—Two French airmen started at two o'clock on Sunday morning from Miramar aerodrome, near Marseilles, for a flight across the Mediterranean in a Breguet aeroplane. They landed near Algiers at seven o'clock in the morning and started on their return flight at one o'clock in the afternoon but had not arrived twelve hours later. They finally landed in Spain.

Allied Commission To Examine Conduct Of Enemy In Belgium

(French Wireless)

Paris, February 7.—(Via Lyons and Koukaza). A message from Brussels says that, in reply to a question by a deputy on the subject of the institution of an international commission of inquiry concerning the massacres, looting and incendiarism of which the Germans were guilty in Belgium, the Government declared that the Commission will be shortly constituted.

must be obtained before they could be disclosed. So he demanded two things from the Chinese Government: firstly, that the secret agreements between China and Japan must not be made public without the approval of the Japanese delegates and, secondly, that the Chinese Government should immediately telegraph the Chinese delegates in Paris instructing them to modify their attitude. Mr. Obata added that if these demands were not accepted Japan would take what steps she deemed necessary to preserve her national interests.

"The Japanese Minister then left the Waichiaoou, leaving these demands for the consideration of the Chinese Government."

Each Denies Revealing Report

Proceeding, Mr. Chen Lu said: "The next day, having read a report in the North China Star respecting his visit to the Waichiaoou, the Japanese Minister telephoned me and said that, as no outsiders were present when he talked to me about the matter, I, not he, should be held responsible for giving publicity for what had taken place during the interview. I then sent a member of the Ministry to see Mr. Obata and to explain that I, like himself, would not be responsible for whatever reports might have appeared in the papers regarding the interview. Moreover, what had been published in the local papers was by no means an accurate account of the interview. So, in my opinion, the said reports did not matter much."

Now A 'Past Affair'

Asked in what manner the Government had dealt with the Japanese demands, Mr. Chen Lu said that the matter might be considered a past affair.

In reply to further questions, he said that the President and Premier had expressed no opinion on the question and the matter had been left entirely in the hands of the Waichiaoou. As Mr. Lu Cheng-shiang, the head of the Chinese Delegation in Paris, is head of the Ministry for Foreign Affairs, everything rests on his attitude and opinions.

More Secret Agreements

With Japanese Closed

Peking, February 7.—The Japanese Minister Mr. Obata has now proposed the publication of the Shantung Railway Agreement as a mutual undertaking, but it has leaked out that the late Oplum Government contracted two other secret agreements, namely, one concerning Fukien by means of which Japan secures virtual control of the railways and mines of Fukien, and a National Defense Union, which Hsu Shu-cheng negotiated in Japan and which perpetuates the enormous privileges the Sino-Japanese military convention has given Japan during the great war. It is essential therefore that these agreements also shall be disclosed.

The Northern papers publish very lengthy reports of the Obata incident. The Peking Daily News, after extensively reviewing the former relations between China and Japan, says that Mr. Wellington Koo, acting on instructions from his Government, brought up the twenty-one demands, urging the abrogation of the agreement concluded in 1915, which was extracted from China at the point of the bayonet. The position of the Japanese delegates then became very embarrassing for they were placed in the position of a criminal on trial with a much injured China laying its case before the Conference; hence the attempt to gag the Chinese delegates. This attempt has been exposed and has failed. Mr. Obata has taken the whole responsibility for his action; in other words, he is willing to make himself the scapegoat. While admitting his purpose the question is whether it will succeed in throwing dust in the eyes of the world.

The Shuntien Shih Pao says that American policy in China makes one sick. It agrees that the return of the Boxer indemnity and the proposal ten years ago to neutralise the South Manchurian Railway doubtless pleased the Chinese. Though unable to participate in enterprises in China during the war, America probably will now endeavor to utilize her immense resources for the development of China. Meanwhile President Wil-

son's scheme for the League of Nations has been advertised throughout the world, thereby contributing to the exaltation of President Wilson, but the scheme for a League of Nations is a dream which it is impossible to understand, perhaps good and perhaps bad. In their appointment of Mr. C. T. Wang as a member of the Chinese delegation at Paris, the Shuntien Shih Pao sees the influence of a certain country. The appointment was sanctioned by the Central Government but is calculated to arouse opposition in Canton.

Superannuation Plan One Of Main Points In Customs Request

Outdoor Staff, Suggesting Condition Changes, Offer 5 Percent Of Pay For Scheme

One of the concessions longest sought for by members of the Chinese Maritime Customs Outdoor staff, representatives of which met last week to draw up a list of their needs for presentation to the Commissioner, is a superannuation scheme, according to a former Customs man.

The long period of service which the average man in this branch of the service puts in is presented as the strongest argument in favor of a superannuation or pension plan. In this connection it was suggested at last week's meeting that the men offer to contribute 5 percent of their pay if the Customs will give 10 percent in a superannuation system. It is understood that the wage increase deemed necessary by the men is a 30 percent raise all around. It is the wage question which they feel should have first attention and which they state is really an immediate necessity.

As regards the home leave question the change sought is reduction of the previous service period from 9 to 7 years, with subsequent leaves every 5 years, instead of every 7 years as now, and the allowance of full passage home and return. Under the present system passage one way is allowed and the allowance is based on the rates of 1911, which, it is pointed out, in present times means about half of a one-way fare.

Other points involved include the permanent installation of heavy furniture in quarters in distant ports, increase of transfer allowances so as to cover all moving costs and a hospital allowance in cases of illness arising from service conditions. At present only a doctor's fee is allowed.

Belgian Bank Fixes Rate Of Discount

(French Wireless) Brussels, February 7.—(Via Lyons and Koukaza). The National Bank has fixed the discount rate for accepted drafts at 5 percent, for unaccepted drafts 5 1/2 percent and for loans secured on public funds at 5 percent.

Sugar Allowance Increased In France

(Reuter's Agency War Service) Paris, February 1.—From today there will be an increase in the sugar ration of 250 grammes, amounting to 750 grammes. The supplies of sugar are now more abundant and the confectioners may resume their trade.

Vladivostok Closes Bolshevik Journal

(Reuter's Pacific Service) Vladivostok, February 7.—The Bolshevik newspaper The Working World was closed down today by order of the Russian authorities, under the operation of martial law, for publicly inciting class against class and agitation against the Allies.

Police Cleanup Nets 20 Robber Suspects

Men Believed To Be Implicated In Several Recent Holdups Now In Custody

Twenty men suspected of being implicated in armed robberies in various parts of the Settlement have been arrested by Shanghai detectives during the week, the seven days' cleanup ending last night with the capture of two men in a house located in an alleyway off Kashing Road. Five men were arrested in the same house Thursday night, police getting two in a raid on the place and detectives, after hiding in the house two hours, arresting the three others when they returned.

A systematic search of the dwelling was made last night and a revolver was found hidden beneath the floor.

But two of the twenty have been turned over to the Chinese authorities, a dozen others appearing at the Mixed Court before Assessor Hayashide and Magistrate Tsang yesterday morning having been remanded until detectives can complete their investigations.

The police believe that they have the men concerned in robberies committed at Boone Road, Haining Road, Sinza Road, North Shansi Road and two others in the Kashing Road district.

The 14 in court yesterday were charged with being members or associates of a band credited with armed robberies in which an aggregate of \$5,600 was stolen and in which two men were wounded when robbers and Sikh policemen exchange shots.

FRENCH MUNITION PLANT TO MAKE MOTOR CARS

Will Turn Out Hundred Automobiles A Day By April 1

(Reuter's Agency War Service) Paris, January 27.—The well known Citroen firm in Paris is transforming its munition works and adopting the manufacture of motor cars. It is estimated that the output by April will be 100 cars daily at a price ranging from 1290 to 1360.

To Fix German Club For Peace Meeting

Opening Conference Between North And South Expected At End Of Week

Repair work will begin today at the former German Club on the Bund where the coming China peace conference will be held. As it will take at least four days to complete it, the inauguration ceremony for the conference is not expected to take place until February 15. Commissioner of Foreign Affairs Ivan Chen and two Northern delegates, Messrs. Wang and Wu, will be in charge of the repair work.

The committee on procedure, consisting of Messrs. Chang Shih-chao, and Hu Han-min, representing the South and Fan Chu and Wang Yü-ling, representing the North, held their initial session yesterday at the Burlington Hotel. A set of regulations was drafted. The first question to be discussed at the conference, it is understood, will be the disposal of the so-called National Defense Corps, which has attracted nationwide interest since the new Japanese demands at Peking February 2.

Prof. W. R. Wheeler Back From The States

Hangchow Educator's New Book On Chinese Politics Just Off Press

Professor W. Reginald Wheeler, of Hangchow Christian College, whose new book "China and the World War" is just off the press, arrived in Shanghai Friday evening on the Pacific Mail liner Colombia, returning from the United States.

Professor Wheeler's book, which is brought out by Macmillan, is the latest volume issued on Chinese politics. In it are discussed the Twenty-one Demands, the Lansing-Ishih Agreement, China's relations with Germany, the Sino-Japanese Military Agreement and the future of China as affected by the aims of the Allies. Professor Wheeler also has compiled recently an anthology of war poetry.

National Bloc Wins Majority In Poland

400 Seats For Coalition Representatives Against 80 For Socialists

(French Wireless) Paris, February 7.—(Via Lyons and Koukaza). A message from Warsaw says that the elections have resulted as follows: 400 seats for the National Bloc, which includes the Nationalists, Democrats, Progressives, Realists and Populists; 80 for the Socialists and 15 to the Jews.

Paci Concert

Mr. Mario Paci's playing was as heartily received at his second concert last night as on Wednesday. He excels in the great sonatas of Beethoven. Last night's was the "Farewell" in E flat. The pianist possesses depth of feeling and interpretative powers for such works, and brings a magnificent technique and control of tonal nuances to bear, achieving the utmost with Beethoven's interwoven effects. There is no covering up in his playing. The sonata was a rare achievement. The Chopin group contained the

Impromptu in F sharp, played with wonderful bravura, the Barcarolle and Ballade in A flat; Chopin at his strongest. Also the B major Nocturne and a Mazurka won admiration. Mr. Paci played an encore.

After his Beethoven playing the Schumann Papillon showed best the player's powers. The suite was absolutely charming. The Schubert Rosamunde Variations, and Impromptu, with Liszt's three Italian Impressions made up the program. The tremendous technical equipment required in the Liszt was amazingly ready with Mr. Paci. He ranks as one of the very great pianists.

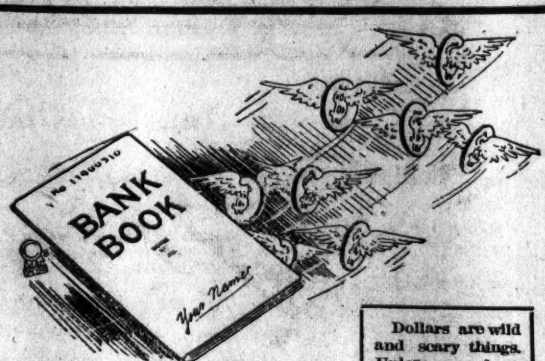
R. B. HENRY.

B. W. W. A.

British Red Cross Commissioner of Vladivostok telegraphs:

"All my stores destroyed by disastrous fire. Require aid"

For particulars see page --- 1



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Major Waldorf Astor
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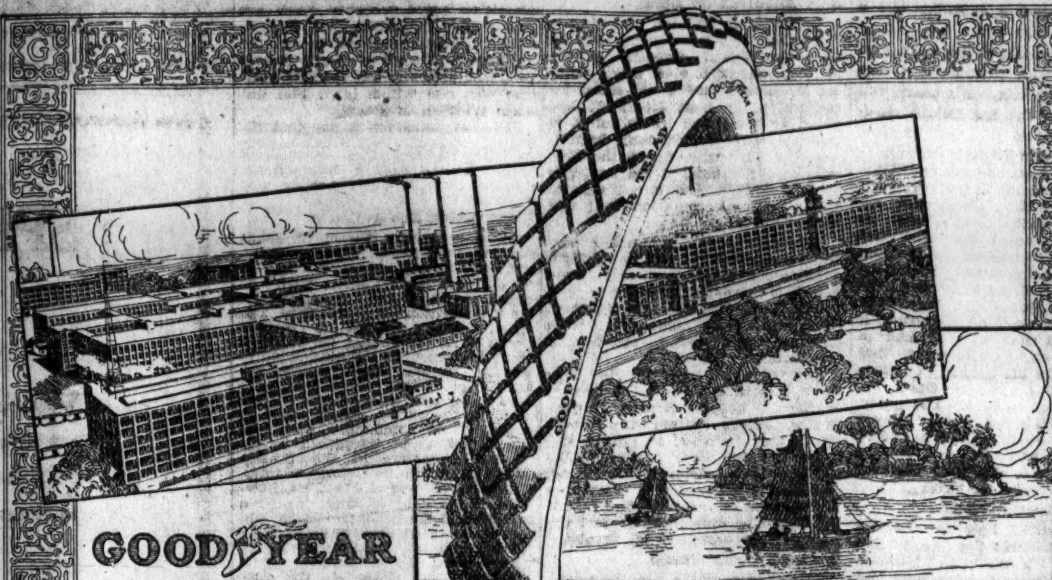
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Republican Party Forced To Look For New Leader

Roosevelt's Death Proves Serious Blow To Program Of Republican Leaders

The most striking effect of Colonel Roosevelt's death will be political, for he was before anything else a politician, in the large and most honorable meaning of the word, says a despatch from Washington to the Seattle Daily Times. His death will be felt inside the Republican party and will doubtless compel changes of party alignment and end up in an extensive hunt for an available presidential candidate for next year.

Recently in these despatches reference was made to the way in which sentiment in the East has been turning to him as the one man whose nomination would reunite the Republican factions and bring the West into support of Republican doctrines. Himself an Easterner, it was assumed that he still had a strong hold on the voters of that section, while his radical opinions were depended upon to close the breach created in 1916. The party, East and West, it was believed would unite on him as on no other Republican, and Eastern leaders were prepared to sink their personal dislikes in a desire for victory.

Party Leaders Optimistic

It was realized, however, that his general health was not good and members of his family and intimate friends outside the family group had expressed a belief that he would not be able to withstand the strain of a national campaign and the far greater strain of four years in the presidency, assuming his election. But party leaders were optimistic and were laying their plans with great care.

Roosevelt, through William Loeb, Jr., his secretary while he was governor of New York and President, was kept informed regarding what was going on, and there is not the slightest doubt that Roosevelt was not only willing but anxious to make another presidential try. The party advisers became volunteer critics of his speeches and newspaper articles, and not only suggested lines of thought which they believed it would be well to develop, but pointed out mistakes of judgment, from the party standpoint, which they found in the outgivings.

Took Criticism In Good Part

Roosevelt took this criticism in good part and did his best to conform to the standards that his friends had set up, although at times his natural impetuosity and the strength of his convictions caused him to disregard them. This was notably the case with his assaults upon the Wilson administration.

These advisers held that the Wilson policy as related to the war could not be judged by the ordinary rules which govern partisan disputes, and that in particular it was unwise to attack the league of nations idea, which had so much popular support here and abroad. While these advisers did not say so specifically, they felt that the Roosevelt view was too narrow, and that not only would history fail to justify it but that it would fail to be approved by the voters of the country in 1920.

In other words, it was contended that the league of nations involved much more than the personal fortunes of Woodrow Wilson and the Democratic party, and should not be antagonized, especially in the formative stages. The Roosevelt program, however, if meaning anything, meant that the Republican party as an organization was to put itself at the head of this opposition and in fact to lead it, and do what it could to break down the Wilson prestige abroad.

It is impossible not to believe that personal dislike was at the bottom of much of Roosevelt's hostility to Wilson. In the early days of our participation in the war he gallantly offered his services to the country, and while he would have been glad to raise a brigade or a division, and become its head, he finally said that he would be satisfied to be placed in command of a regiment.

One point of administration opposition after another was met, and it will be recalled Roosevelt called on Wilson to see if the remaining obstacles could be removed. He was willing to raise his forces from men outside the army limits fixed by the first draft law, and to do anything else that would remove opposition. But Wilson was obdurate.

Refusal to permit Roosevelt to don the uniform, considered in connection with the treatment accorded to General Leonard Wood, Roosevelt's personal friend, and like him a Republican, was generally construed to have but one meaning. There was no reason why Roosevelt should not have been permitted to raise his brigade, or why Wood should not have been given an overseas assignment in keeping with his distinguished military services, and

ability, except the reason that Wilson personally was unwilling.

Kept Roosevelt At Home

If Roosevelt had too narrow a viewpoint in subsequent attacks upon the Wilson policies, Wilson had too narrow a view when, without an excuse that would stand investigation, he kept Roosevelt and Wood at home and by so doing, in the case of Wood, wantonly humiliated the man who, up to the time when America entered the war, was its best known and ablest general officer with a reputation that was international.

Wilson, with all his narrowness and partisanship, is a skillful politician, and with respect to these men it is the belief here that he was fearful that if he sent them abroad they would come home, one or the other of them, with a presidential nomination in his pocket.

The volunteer advisers in New York, it is thus seen, had their own troubles in keeping Roosevelt's public utterances within the limits which they regarded as proper, and those troubles were increased after the Republican victory in November. But it was believed that everything would come out all right and that it would not be difficult to control the national convention in his favor.

Roosevelt Boom Started

He was to have the New York delegation without a protest, and plans were made to carry the campaign into every state before the end of 1919. Last Sunday the press despatches announced the formation of a statewide Roosevelt organization in Colorado. That was the beginning. Similar organizations were to follow in other states in the intermountain region, and in the states of the Pacific Coast.

These parts of the country were to be looked after first, on the theory that before undertaking a detailed campaign in the East it would be wise to demonstrate first that Roosevelt could in fact control the West.

From another standpoint, Roosevelt's outspoken utterances against the administration have not been without good results. A prominent public man in this city today asked a group of newspaper writers what they regarded as Roosevelt's great work, and then he proceeded to answer the question himself by saying that Roosevelt had done more to preserve free speech in America during the trying period of the war than anybody else.

Stood For Free Speech

When the espionage act was being enforced in a way that, to many

patriotic people, suggested a dangerous tendency and even threatened the freedom of the press, Roosevelt stood out courageously for the right of the country to know all that was going on, and to criticize the administration when he believed it was wrong.

He said in effect, "I shall say the things that I believe ought to be said, and if the government wants to arrest me it will always know where I can be found."

A less conspicuous personage, and one whose relationship to the administration had been of different character, would probably have got into serious difficulties, but the administration, for obvious reasons, did not care to attempt to muzzle Roosevelt, who probably felt that his position was one which gave him unusual freedom of action.

It is not too much to say that the Republican party, in his death, loses its only commanding presidential figure. In the eastern half of the country there is today nobody who can take his place.

Western Men Not Available

There is Senator Hiram W. Johnson, but he is from the Pacific Coast, and neither party has as yet been able to convince itself that it would be wise to go so far away from the center of population for a candidate. The same thought applies to Senator Borah of Idaho. Indeed, Borah might easily have secured the nomination in 1916 if he had lived nearer the Mississippi Valley. There was quite a boom for him, as it was, but it got nowhere, the party feeling that it ought not to nominate a man who would need to be introduced to the millions of voters in the densely populated eastern half of the country.

There is a feeling, however, that ever in the light of what happened in 1916, and the need that many will feel exists to do everything to bring it back into the Republican column, may demand the nomination of a Westerner, and if that is the case, both Johnson and Borah will be considered, unless the returning soldiers who are Republican should put up somebody of their own class.

Pershing Boom On Decline

Whether a soldier candidate will be developed by 1920 on the Republican side, however, is uncertain. Word brought home by returning soldiers is that Pershing has not caught the imagination of his men. He has been a very strict disciplinarian, and, viewing everything from the military standpoint, rests under the charge of having been more severe than there was need to be. There was even a more rigorous censorship in the American armies than there was at home, and the men seem to have been disappointed over his failure in a variety of ways to establish the relationship with them that existed, for instance, between Grant and Lee and their soldiers.

In a word, Pershing displayed little human sympathy save in the mass. From the standpoint of the army as a whole, he was a capable commander, but the men in their individual capacities care little for him. To run the story, and if it is true, there will be no Pershing presidential boom. And even if the story should not be

true, and a boom should develop, there is no guarantee that Pershing would encourage it.

Party Slate Wiped Clean

The Republican campaign in 1920, therefore, may be made under the old battle flags and with the old battle cries, a man from the West appearing as party leader. Roosevelt's death has wiped the slate clean, and the party must begin all over again so far as presidential possibilities are concerned. It is a free field at this moment, with no favorites.

There is a wide divergence of opinion here as to which of Roosevelt's many acts as a public man most entitle him to distinction. The view of one man has been mentioned earlier in this

despatch, that his greatest service was in helping preserve free speech in America during the war crisis. That man represents one group of opinion. Another group believes his greatest act was in settling the war between Japan and Russia; still another believes that it was his success in making it respectable to speak for better things when the Republican party was controlled by the conservative elements. That refers to 1912.

Other groups have still other opinions, which may be summarized as follows:

He reached his high point when he told the I. W. W. that they were undesirable citizens.

When he called Germany's bluff in

the Venezuelan case, and said that if a German warship went there to help collect money owed to German citizens he would send the entire American navy to prevent it. That statement was made to the German ambassador and resulted in the abandonment of the proposed plan.

When he sent the famous cablegram in the Moroccan case that it must be "Perdaciis alive or Ratsull dead."

Strengthen American Morale

When he established and strengthened American morale by the nobility of his attitude and genuineness of his manhood following his receipt of news of the death of his son,

Quentin. Within twenty-four hours, thereafter he made an address before the Republican state convention of New York, without showing in the slightest degree his sense of bereavement and subsequently he wrote for publication an article which referred indirectly to his loss, and was a stirring appeal to the fathers and mothers of America to stand fast in their determination to see the war through to a glorious finish, no matter what the personal losses they might be called upon to sustain.

The unwise thing he ever did, say many people here, was to go to South America and contract the jungle fever, which undoubtedly was responsible for his untimely death.

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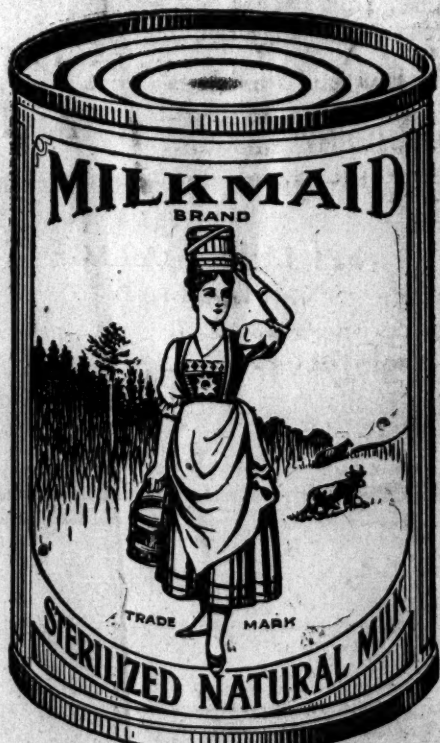
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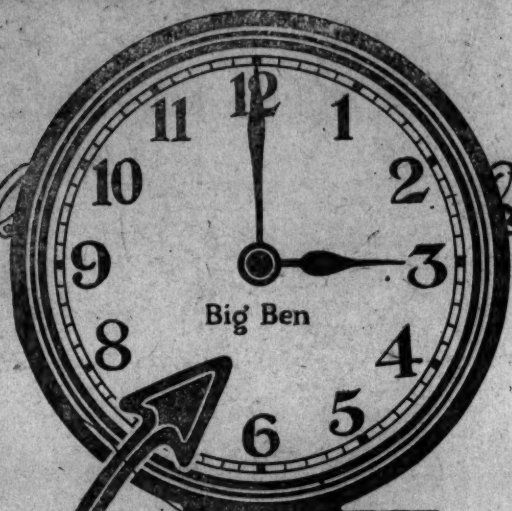
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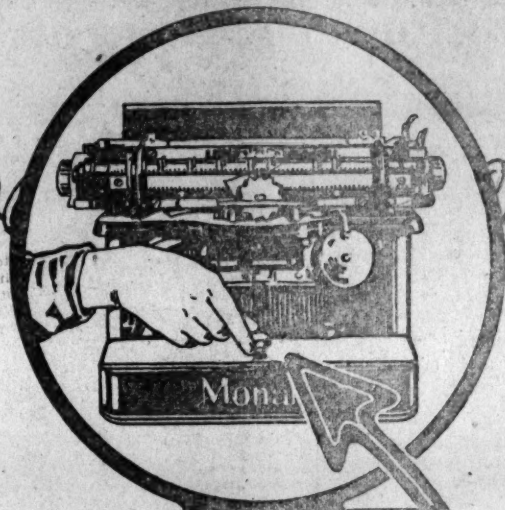
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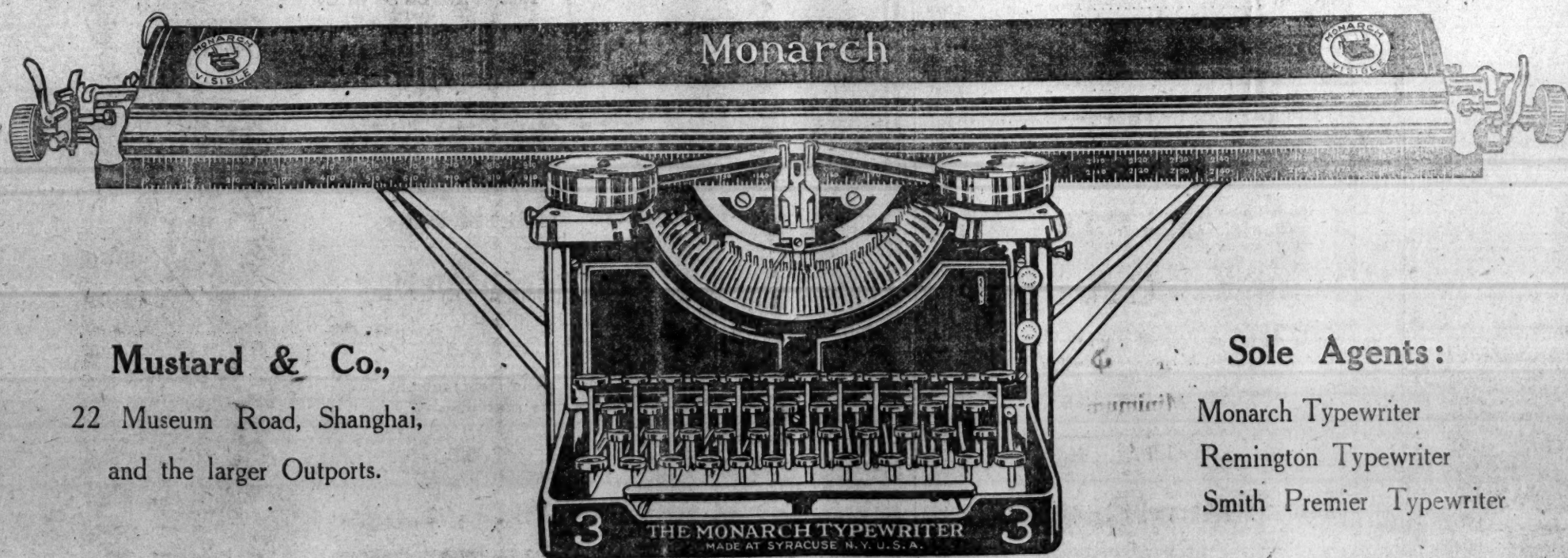
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U.S. Court Decision Is Upheld In Important Shipping Case

A decision of interest to local shippers has just been received at the United States Court for China in the shape of a ruling given by the Court of Appeals in the case of *Swayne and Hoyt v. Everett*, in which it will be remembered, a judgment for \$2,700 was rendered by Judge Lobbinger in favor of Mr. Leonard Everett, now with the United States Shipping Board in Manila. The decision of the appeal court affirms in every particular the judgment given by Judge Lobbinger. The opinion was written by Judge Ross with the concurrence of both associates, Judges Morrow and Hunt. The opinion follows:

In the United States Circuit Court of Appeals, for the ninth circuit. Opinion upon writ of error to the United States Court for China.

Before Gilbert, Ross and Hunt, Circuit Judges.

This case comes here from the United States Court for China. It is a writ of error sued out by the defendant to an action there brought by the present defendant in error to recover damages for the refusal of the plaintiff in error, a common carrier, to receive, without lawful excuse, certain cargo offered it by the plaintiff to the action for shipment from Shanghai by the steamer Yucatan, which had been advertised to be on the berth at Shanghai for freight to San Francisco.

The facts are practically undisputed, and are, briefly, these:

Swayne and Hoyt was a California corporation having its principal place of business at San Francisco, and was therefore an American citizen, and was a common carrier of freight between the Orient and that among other places, it had as its agent at Shanghai a British corporation styled Jardine, Matheson and Company, Limited, and had under charter the said steamer for a voyage from San Francisco to China and Japan and return to San Francisco and other Pacific coast ports of the United States.

Prior to the arrival of the Yucatan at Shanghai the plaintiff in the case applied to the agent of the defendant thereto for space in the ship in which to ship certain goods, in response to which application, after one denial of it, the agent agreed to provide the requested space upon condition that the application be approved by the British Consul at Shanghai. That conditional acceptance was refused. The cargo offered for shipment by the plaintiff was being handled by him for German subjects, by reason of which fact he was blacklisted by the British government, and all British subjects, including the agent of the defendant corporation, inhibited from dealing with the plaintiff respecting this particular shipment as well as all other such shipments. The defendant, through its British agent, having refused to accept the cargo offered by Everett, the action was brought, resulting in the judgment of the court below in his favor for \$2,700 with costs.

But two questions of law are involved, first, whether the court below had jurisdiction of the subject matter of the action, and, if so, then secondly, its merits.

By Section 1 of the Act of June 30, 1906, creating the court below it is given "exclusive jurisdiction in all cases and judicial proceedings whereof jurisdiction may now be exercised by United States consuls and ministers by law and by virtue of treaties between the United States and China, except in so far as the said jurisdiction is qualified by Section 2 of this Act." The qualification specified in Section 2 of the Act has no bearing upon the present case, and, therefore, no further mention of it need be made.

At the time of the passage of the Act of June 30, 1906, there were in force the provisions of Sections 4082, 4084, and 4085 of the Revised Statutes, by which certain judicial authority was conferred upon United States ministers and consuls in certain countries, including China, which jurisdiction embraced all controversies between citizens of the United States or others provided for by its treaties.

The treaty with China bearing upon the present question was that of June 18, 1858, and conferred upon the United States the right to appoint consuls in various parts of China. Its XXVth Article is as follows:

"All questions in regard to rights, whether of property or person, arising between citizens of the United States in China, shall be subject to the jurisdiction and regulated by the authorities of their own government; and all controversies occurring in China between citizens of the United States and the subjects of any other government shall be regulated by the treaties existing between the United States and such governments, respectively, without interference on the part of China."

It is the contention of the plaintiff in error that the words "in China" in the foregoing article qualify the word "citizens" and not the word "arising"; in other words, that a residence of the parties in China is essential to the existence of any jurisdiction in the court. We think it obvious that such a construction of the provision is wholly inadmissible, for the subject matter thereby dealt with is controversies arising in China. The first clause of the provision relates to controversies in regard to rights, whether of property or person, there arising between citizens of the United States, and declares that they

shall be subject to the jurisdiction and be regulated by the authorities of their own government; and by its second clause it is declared that all such controversies there arising between citizens of the United States and the subjects of any other Government, shall be regulated by the treaties existing between the United States and such Governments, respectively—in each instance without interference on the part of China. We regard it as clear that this is the very plain meaning of the article in question. As said by counsel for the defendant in error, the bare reading of its second clause is all that is necessary to show that the words "in China" there used, fixes, as the basis of the jurisdiction of the court, the place of the origin of the controversy, and not the residence of the parties thereto. No sound reason is suggested why a like construction should not be placed upon the first clause. To adopt the view urged by the plaintiff in error would be, in effect, to hold a consular court in China, vested with jurisdiction of a controversy between American citizens arising in the United States if they happened to be residents of China.

Upon the merits we think the case equally clear. It does not admit of doubt that a common carrier, with certain well-established exceptions, is under legal obligation to carry the goods of any member of the public who may tender them for carriage. That such a carrier subject to such legal obligation may show that it was prevented from performing it by act of God or

a public enemy, or by some other cause over which it had no control, is readily conceded, but in all such cases the defense is an affirmative one, and the burden is upon the carrier to both plead and prove it.

At the time of the occurrences in question, England and Germany were at war, but the United States was not; on the contrary, this country was then observing strict neutrality between those belligerents. How, then, can it be properly held that the performance of the clear legal duty of an American carrier to receive and transport goods tendered for carriage, by an American citizen, is excused on the ground that the British government had forbidden its citizens and corporations, one of which happened to be the agent of the American carrier, from receiving the tendered freight, and providing for its transportation? Such is not the law as we understand it.

It is contended on behalf of the carrier that there was no evidence to show that it knew that its agent at Shanghai was inhibited by the British government from shipping the goods of the plaintiff in time to have employed an agent not under such disability. Whether or not the carrier knew of the inhibition at all, or was apprised of it in time to have employed another agent, the fact remains that the agent it did appoint, acting within the scope of his employment, deprived the plaintiff of his legal right. For that wrong we think the carrier was properly adjudged liable, even assuming that it was ignorant of its agent's disability. The judgment is

Affirmed.
(Endorsed): Opinion, Filed January 6, 1919.
F. D. MONCKTON, Clerk.
By Paul P. O'Brien, Deputy Clerk.

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THE CHINESE BENEVOLENT ASSOCIATION

Prof. D.Y. Lin Speaks Before Woman's Club

Head Of Forestry School At Nanking University Tells Need Of Conservation

Professor D. Y. Lin of Nanking University delivered an address on "Forestation in China" before the Literary Department of the American Woman's Club at the Carlton Cafe yesterday afternoon.

The speaker deplored the deforestation of the country, said that the devastation and suffering caused by floods throughout China can be attributed directly to the ruthless destruction of forests for centuries, and insisted that measures must be taken to scientifically conserve the woodlands of the country.

Professor Lin told of the difficulty of working with officials who do not remain in office long enough to accomplish any real reforms to aid in the conservation of China's forest resources. The speaker described the work being done at the Forestry School at Nanking University. Fifteen students will receive degrees for completing the course next June.

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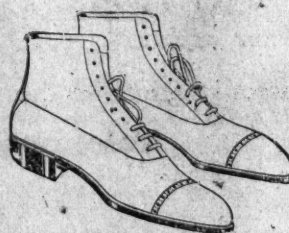
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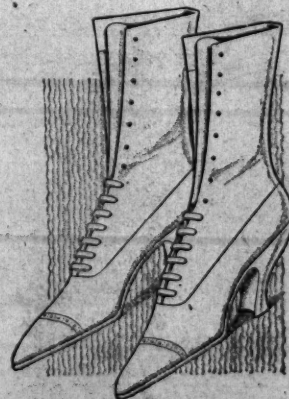
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PERMANENT COMMISSION SUGGESTED FOR CHINA

Body, Similar To Privy Council,
To Deal With After War
Questions

The Peking correspondent of the Peking and Tientsin Times writes: As the coming Chinese Peace Conference is to devote its energies to the solution of the main questions in dispute between the North and South, and as it will not be able to deal in detail with many of the minor problems, it has been suggested that a permanent Commission or organ, similar to a Privy Council, be formed for the purpose of dealing with the questions that will have to be dealt with when peace has been restored. The Commission or Council should be composed of experienced officials from the North and South, and it is further suggested that it should be divided into sub-committees so that the various questions can be studied and settled with thoroughness and despatch. There are many officials in the North and South in favor of such an organ.

THE MINISTER'S FEE

A couple of Army nurses, stationed in a big S.O.S. hospital, became warm friends of a French family in a nearby village. The daughter was engaged to be married, and immediately after the signing of the armistice, the invitations were sent out for the wedding. The nurses each received one. The ceremony, quaint and unlike anything they had ever seen before, fascinated them. When the minister had concluded, one of the family went among the guests with a plate. Each person solicited made a contribution. As they were mostly peasants, the sum total was small.

The nurses determined to give the bride and groom a good send off. They took all the money they had, which was considerable, and poured it into the plate. They were disconcerted a few minutes later to see the minister receive the plate and empty its contents into his pocket. One of the guests who spoke a little English was questioned. "Oh," he replied, "that was his fee."

France And Italy Pressing Claims

(Continued from Page 1)

ference at Prinkipo and it is likely that there may be a general sigh of relief if it does not take place. The question of Russia is the biggest and most important before the Conference.

The manifest readiness of the Great Powers to make sacrifices

enables them with greater efficiency to exercise discipline when necessary over the smaller and younger nations in the solution of two important questions: the French claims to territory close to the Rhine and the settlement and possible revision of the bills of indemnity presented by the different nations.

President Wilson is likely to take another trip to the devastated areas in France and Belgium. In connection with his trip to Brussels he authorized the following statement concerning his trip to Rheims last Sunday: "No one can put into words the impression received amidst such scenes of destruction and ruin."

Financial Commission Meets

London, February 5.—An official communique from Paris yesterday reports:

At the first meeting of the Financial Commission the Italian Premier, Signor Salandra, was nominated President.

Mr. E. S. Montagu has been appointed to examine the project for the financial section of the League of Nations drawn up by M. Klotz, the French Minister of Finance.

Paris, January 27.—The Ministers of the five Great Powers met this morning to continue their discussions on territorial adjustments, the abolition of conscription and economic reconstruction. These matters were referred to a commission. The third plenary meeting of the Peace Conference will be held next Saturday. According to opinion from a high French diplomatic source, the Conference hopes to have completed the determination of the terms of peace for submission to the different national governments for ratification between the middle and end of March and the German delegates will be summoned to Paris for the conclusion of peace.

WAR COUNCIL HAS MEETING

(French Wireless)

Paris, February 7.—(Via Lyons and Koukuz). The Supreme Inter-Allied War Council met this afternoon to examine the following questions:

- (1)—The mode to be employed in the occupation of German territory and the distribution of the Allied forces in this region.
- (2)—The occupation of Turkey-in-Asia and the distribution of the forces of the various Powers.
- (3)—The renewing of the armistice, the operating of our control on the left bank of the Rhine and beyond, and the loyal and complete carrying out of the clauses previously signed and which the Berlin Government refuses to bend to.
- (4)—The carrying out of the naval armistice concerning the handling over of submarines.
- (5)—The revictualing of Poland.



Miss Dorothy May



Mr. Sydney Mamerling



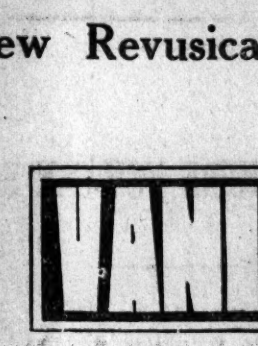
Miss Thelma Lawn



Mr. George Titchener



Mr. Leslie Holmes



Miss Madge Griffith



Miss Shirley Cooke



Miss Vera Palm

EDGAR WARWICK'S

New Revusical-Comedy Company

IN



IN VARIOUS EDITIONS

Owing to unforeseen circumstances the season originally announced to open tomorrow night (Monday) at the Olympic Theatre has, at the last moment, been transferred to the

ASTOR HOUSE BALL ROOM

where special arrangements have been made for the presentation of the performances.

Seats already booked will be allotted as nearly as possible in accordance with the altered conditions.

The Management of the Astor House Hotel announces that special arrangements have been made whereby dancing will take place at the conclusion of each performance.

EDGAR WARWICK begs to apologise for any undue inconvenience that may have been caused to those who have already booked, and assures them that all arrangements have been made to cope with the altered conditions.

The Brightest Show Ever Brought to Shanghai



Mr. George Graystone



Mr. Edgar Warwick



Miss Eileen Boyd



Mr. Jean Desormes

ASTOR HOUSE HOTEL

Commencing Saturday, February 8th

FOR ONE WEEK

MISS BLANCHE ROSSETTI

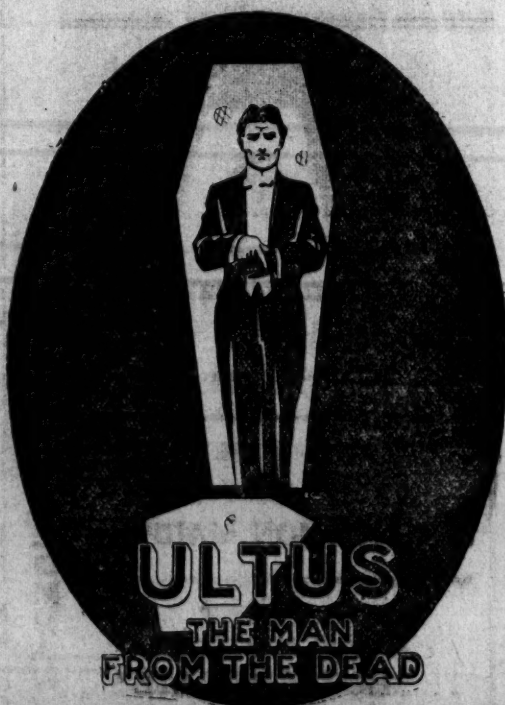
THE WELL KNOWN LYRIC SOPRANO

will give Concerts in the Lobby

Every Afternoon between 5 and 7

And during Dinner every evening

Between 8 And 9



The Sensational Film of 1919

IS

ULTUS

THE MAN FROM THE DEAD

THE WONDER STORY OF AN
AVENGER TOLD IN SIX THRILLING
AND GRIPPING PARTS

IT IS TO BE EXHIBITED
FOR THREE NIGHTS ONLY

Tuesday,

Wednesday and Thursday

February 11th, 12th & 13th

At the **Victoria Theatre**



The story opens in the orthodox fashion. One man robs his partner—that is neither unusual nor startling. But it is the working out of the idea that Ultus claims attention and before long rivets the imagination.

While Ultus has been suffering he has been scheming. His old-time partner has won a baronetcy and attained a commanding position in the country. Ultus intends to pull him down; to make Townsend suffer, bit by bit, until fear and the gradual loss of his riches—half belonging to Ultus—eats like a branding iron into his soul.



News Brevities

The Canadian Pacific Ocean Service liner Empress of Russia is expected to arrive at Hongkong Wednesday from Liverpool and Havre. The Empress is scheduled to sail for Vancouver from Shanghai on March first.

Sir Havilland de Sausmarez, Judge of the British Supreme Court, and Lady Sausmarez are expected to return to Shanghai from Hongkong next week.

The Military Cross has been awarded to Lieutenant Roy F. Scott, formerly of the Shanghai Public School.

The Customs House will be closed and the shipments and delivery of cargo suspended on February 12 upon the occasion of the National holiday in commemoration of the union of the North and the South.

The annual general meeting of the shareholders of the Chemedak Rubber and Gambler Estate, Ltd., will be held at 13 Canton Road tomorrow afternoon at 4 o'clock.

Shareholders of the Yangtzepoo Cotton Mill, Ltd., will meet March 5 at 11 a.m.

Mr. T. Harborne, British Postmaster, desires to acknowledge, with thanks the receipt of books, magazines, etc., from Messdames Neale, M. L. Cross, Grace M. Sawyer, Jenner-Hogg, F. S. Rampine, D'Oliveira, T. A. Sampson, A. Sharp, J. E. Manley, J. B. Sawyer, Messrs. Shanghai Club, Shanghai Lusitano Club, Hankow Club, Chinese Maritime Customs, Shanghai Municipal Council (Public Works Dept.), Capt. E. B. Jones, Rev. C. F. Viking, N. E. Ezra, A. Ratcliffe, J. Harrop, H. Browett, P. Lessner, C. N. Rutherford, G. F. L. Harrison, J. E. Edwards, M. Barins, J. H. McMichael, E. W. Noel, A. G. Major, I. Tuxford, Wm. Hughes, W. H. E. and "Anonymous."

The Honorary Treasurer of the Siberian comforts fund announces that the fund having recently defrayed the cost of the purchase and shipment to Vladivostok of 2,000 suits of padded clothing for the use of the refugees in Siberia, amounting to \$5,725.50, is now in urgent need of further contributions in order to enable the committee to meet the calls upon the fund, which are likely to be made before the end of the winter. The balance in hand now amounts to Tls. 270.79 and \$322.85. Contributions may be sent to H. H. Fox, care of H. M. Consulate General, by whom they will be suitably acknowledged.

U.S. CONSUL IN TSINANFU PLANS TO GO ON LEAVE

China Press Correspondence
Tsinfu, February 5.—Mr. George F. Bickford, American Consul in Tsinfu, has applied for leave of absence beginning June 1. With his family he expects to return to his home state, Washington, where it is trusted he will rapidly gain a complete restoration of health.

During the short time in which his Consulate has been established in Tsinfu, Mr. Bickford's affability and painstaking have won for him the high esteem of the American and Allied community here, who hope that he will soon be able to return to his post. It is expected that Mr. Roger S. Mills, the genial and capable secretary of the Consulate, who previously had experience in the consular service in Chefoo, will receive promotion to vice-consul in the near future. His many friends are much pleased at the well-merited honor.

The Consulate will remove to the much more commodious quarters on the corner of Er Ma Lu and Wei Er Road, which is being vacated by the Assistant Postal Commissioner on the completion of the new residences of the Post Office Department, as soon as the building can be overhauled and repaired.

COLDS AND INFLUENZA

The Way to Avoid Them

Some persons have been known to fall into icy water, and never experience the slightest ailment afterwards. Others travelling in a crowded train or sitting at home in a draught, are laid up with a heavy cold, or worse still, fall victims to influenza.

The difference is all in the bodily condition at the time. When a person is strong, healthy, able to enjoy a brisk cold day, chills and infections are set at defiance. But when the system is below par, run down, bloodless and nervous, the germs of influenza are quick to seize their opportunity. Go to bed at the first feverish sign of influenza, eat little or nothing and call in the doctor. Remember that when the fever has gone a long period follows during which the system remains low and depressed; there is a great difficulty in regaining strength, and the victim is usually unfit for a normal amount of work.

The way to avoid colds, influenza and all other infections is to keep the health up to the mark, the nerves steady, the digestion in good working order, the veins full of good, red blood. Because they make good rich blood, and so help the body to resist attacks of colds and influenza, thousands have praised Dr. Williams' pink pills for pale people.

For the same reason they are even more valuable in restoring strength and fitness for work after the system has been weakened by such attacks. If you want to be well lose no time; buy Mr. Williams' pink pills from any local dealer today, or send \$1.50 for a bottle, \$5.00 for 6 bottles, to The Dr. Williams' Medicine Co., 98 Szechuen Road, Shanghai.

Sun Worship Is Topic Of Quest Society Talk

"The Worship of the Sun" will be the subject of a lecture to be delivered by Dr. H. Chatley before a meeting of the Quest Society at the Kale Hotel at 5:30 p.m. tomorrow. Dr. Chatley will deal with the topic from the viewpoint of both ancient and modern times. Visitors are invited.

Unclaimed Telegrams

Commercial Pacific Cable Co.
Jan. 6.—Eugene, Shanghai, Dallas, Texas.
29.—Sidney Morse, Siberia, Maru, Shanghai, Boston, Mass.
30.—Fuller, Shanghai, San Francisco.
Feb. 4.—Stana Stephanovitch, 25 Jukong Road, Shanghai, Manila.
7.—Chischine, Shanghai, New York.
8.—Goodridge, Shanghai, New York.

Song Service To Hear Talk By Dr. Williams

Dr. Walter Williams, Dean of the University of Missouri School of Journalism and President of the World Press Conference, will address the American Song Service this afternoon at 5 o'clock at the Palace Hotel. The meeting will be open to the public.

MAIL OUT TOMORROW

Mail for the United States, to go on the China Mail Steamship Company liner China, will close at the United States Postal Agency tomorrow afternoon at one o'clock. Registered mail will be received until noon. The China sails at three o'clock. The liner will arrive from Manila at daylight and the tender, with passengers and mails, is due at the Customs Jetty about nine o'clock. An American boat will take mail to

the United States Tuesday afternoon. The mail will close at five o'clock. Colombia to Manila.
The Pacific Mail liner Colombia will sail for Manila tomorrow morning at eight o'clock, taking 250 tons of gen-

eral cargo, mail and passengers. The Colombia was originally scheduled to sail this afternoon.
Among the passengers for Manila are Mr. H. A. McIntyre, of the Hongkong and Shanghai Banking Corporation; Mr. W. S. Jackson, of the

Yangtze Insurance Company, and Mrs. Jackson; Mr. and Mrs. J. Spunt, Messrs. R. A. Curry, I. Delbourgo, C. Robbins, I. N. Buckley and W. H. Claire. Mr. Claire was in India with the Frawley Company and is on his way to Australia.

Gold Flake

A Cigarette of Virginia Tobacco in airtight tins containing fifty cigarettes.

SOLD EXCLUSIVELY BY:

TUNG TAI & COMPANY,

3273 SEWARD ROAD.

TABAQUERIA FILIPINA,

34 NANKING ROAD.

WING TAI,

20 HONAN ROAD.

THE PALACE TOBACCO STORE,

1st NANKING ROAD.

For the smoker who prefers a mild Turkish Blend we recommend

FATIMA

"The Sensible Cigarette"

This advertisement is issued by the British-American Tobacco Co., Ltd.

ISIS THEATRE

Monday 10th — Tuesday 11th —
Wednesday 12th — February 1919

COLOSSAL ATTRACTION

FREDONY COMPANY

A BUNCH OF NOVELTIES

THE MYSTERY OF THE YELLOW CABINET

THE DANCING SKELETON :: ::

THE HULA-HULA GIRLS :: ::

THE MAN WITH THE 1,000 TRICKS :: ::

A REFRESHING, EXHILARATING, HILARIOUS SHOW!
Amuses the men-folk, interests the women-folk and makes the young-folk laugh

SELECTED PICTURE PROGRAMME

"IVANHOE"

A GREAT SUPER-FEATURE in 4 PARTS

2 SHOWS A NIGHT 7.15 P.M.
9.15 P.M.



THURSDAY NEXT
"THE MYSTERY SHIP"

3rd and 4th Episodes

SATURDAY NEXT
AT THE MATINEE
"A MORMON MAID"

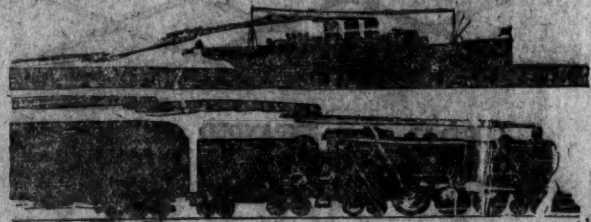
SUNDAY NEXT
AT THE MATINEE
"THE HOUSE OF HATE"

1st and 2nd Episodes

AND
FREDONY
COMPANY

WHITEAWAY, LAIDLAW & CO., LTD., SHANGHAI

HAVE YOU BOOKED YOUR PASSAGE?



IF SO—SEE OUR

SHOW OF TRUNKS

ON THE FIRST FLOOR



The finest show of Trunks in this City



STRONG FIBRE TRUNKS

Covered rot proof canvas, bound 2 battens, leather covered corners, similar to above
32" 2 batten \$37.50 34" 3 batten \$50.00 36" 4 batten \$57.50



"Wayloo" Suit Cases

Covered green cloth, strong straps, lock and key.

17 inch \$2.00 20 inch \$2.50

The "King" Suit Cases

Rattan covered, bound leather, strong lock.

21 inch \$4.75 24 inch \$5.00

Granite Fibre Suit Cases

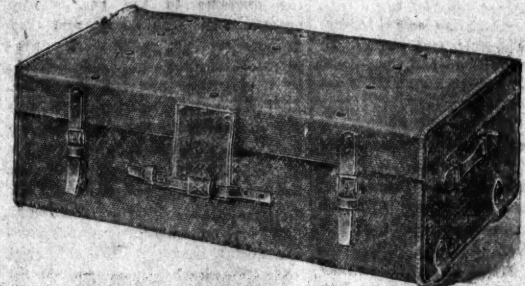
20 inch \$14.50 24 inch \$17.50

Leather Kit Bags

Solid Leather, very fine selected skins, give years of good service.
Price \$37.50, 55.00, 65.00, 80.00

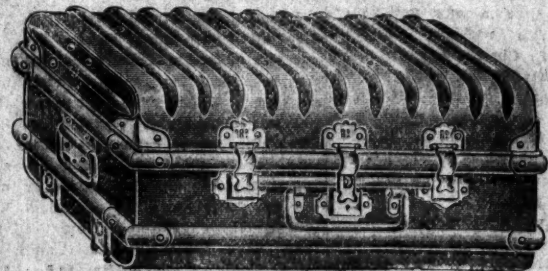
Ladies' Black Leather Suit Cases

Lined and with good locks.
24 inch Price \$35.00



Brown Fibre Cabin Trunks

Similar to sketch but without leather cover over lock.
33 inches \$35.00 36 inches \$37.50



Well Made English Steel Trunks

Similar to illustration but not exact.
38 inch long \$35.00 36 inch long \$45.00



Green Canvas Suit Case

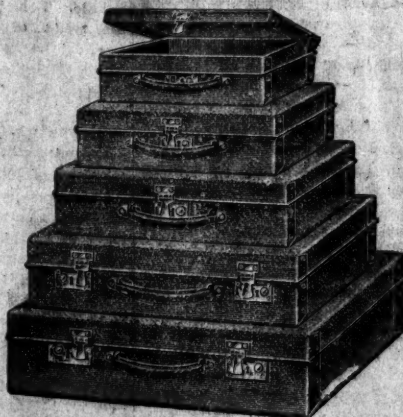
BOUND LEATHER, STRONG LOCKS
22 inches \$20.00, 24 inches \$22.50



Leather Hat Boxes

English Made, Velvet Lined, Strong and Reliable.

Price \$25.00



Ladies' Hat Boxes

Canvas Covered.

20 x 15 x 15

Price \$21.50

Leather covered.

PRICE \$42.50

EACH

Leather Gladstone Bags

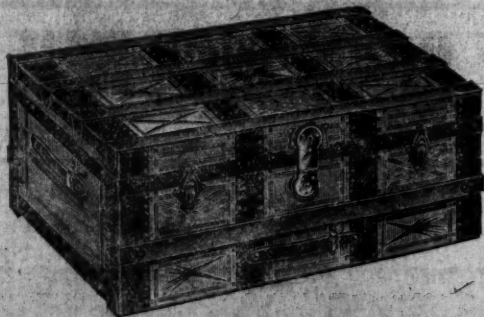
Good solid sound built leather bags. Two grades.

24 and 26 inches

\$19.50 \$20.00 each

Best quality same sizes.

\$60.00, \$55.00 each



Belber Trunks "The Ideal"

Wardrobe style, steel frames, contains pull out drawers, clothes hangers, etc.

Size 40 x 22 x 12 inches

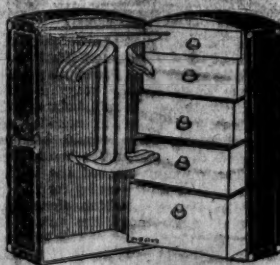
Price \$100.00

Size 42 x 22 x 22 inches

Price \$125.00

Balber Dress Trunks, strong wood, same good finish.

36 x 32 x 24 inches \$42.50 40 x 24 x 21 inches \$47.50



The Sandown

Green Canvas Hold-All with strong leather straps. Very useful for odd kit.

Price \$19.50

Belber Cabin Trunks, wood frames, battened, strong locks, 32" \$37.50, 36" \$39.50, 40" \$40.00

Men's Sand Shoes for Deck Wear, White, Grey Tops, Black Rubber Soles, Price \$2.75 pair

WHITEAWAY, LAIDLAW & CO., LTD., SHANGHAI

TERMS: CASH at time of purchase or on delivery of goods

THE CHINA PRESS

PUBLISHED EVERY DAY IN THE YEAR EXCEPT ON MONDAYS
AND HOLIDAYS

CHINA PRESS Incorporated, Delaware, Publishers

MARRIAGE

THELLEFSEN-TURNBULL: On 8th February, 1919, at H. B. M. Con-
sulate, E. S. Thellefson, Great Northern Telegraph Company, to
Betty Turnbull, widow of the late W. J. Turnbull. 21108

Today's Church Services

Holy Trinity Cathedral.—Fifth
Sunday after Epiphany. 8 a.m.,
Holy Communion (and at Bubbling
Well Chapel). 9:30 a.m., Children's
Service. 10:30 a.m., Mattins; Shaw
in C. Anthem. "From all that dwell."
(Walmisty). Hymns 512, 239, 82;
Preacher: The Dean. 6 p.m., Even-
song; Lloyd in G; Hymns 224, 169,
346. Preacher: Rev. W. Robbins, M.A.

St. Andrew's Church, Broadway.—
10:30 a.m., Mattins; Preacher: Rev.
A. Polhill, M.A. 2 p.m., Children's
Service. 6 p.m., Evensong; Preacher:
Rev. C. J. F. Symons, M.A.

Union Church.—Sunday, February
9, 11 a.m. Preacher: Rev. C. E.
Darwent, M.A.; Subject: "The woman
with the spirit infirmity." Chant 36;
Jubilate (Garrett in F); Hymns 75,
745, 117. 6 p.m., Preacher: Rev. C.
E. Darwent, M.A.; Subject: "Dilapidation."

St. John's Pro-Cathedral, Jess-
field.—Evening Prayer in English at
six o'clock. Preacher: The Rev. F.
L. Hawks Pott, D.D.

Shanghai Free Christian Church.
—(Corner of Range and Chapoo
Roads). Today's services in the
above will be conducted as follows:
Morning 11 a.m., by Rev. T. Darlington.
Evening 6 p.m., by Rev. T. Darlington.

**Christian Science Society of Shang-
hai.**—Masonic Hall, The Bund. Sun-
day Service 11 a.m. Subject: "Spirit."
Sunday School 10 a.m. Wednesday
Evening Meeting 6 p.m. Reading
Room open daily except Sunday 10:30
to 12:30 at 21 Nanking Road.

American Song Service.—Palace
Hotel, 5 p.m. Address by the Rev. C.
L. Boynton, of the China Con-
tinuation Committee.

The Greatest Of These

(The subjoined editorial, taken from
The New Republic, the leading Ameri-
can weekly review, was written for
the Christmas issue, but its breadth
of vision and fine spirit make it as ap-
propriate any other time.)

If there was ever a day since the
advent of Christianity on
which Christmas had reason to
kneel before the image of Jesus
and pray for a second coming, it is
the Christmas of 1918. Christians
need the Christian spirit as they
have not needed it since they were
killing one another during the reli-
gious wars in the name of Christ.
They need it for their own integrity
of mind and for their own personal
salvation. They need it in their
transactions one with another, no
matter whether those transactions
concern peace among nations or
peace within nations. Christian
faith and Christian works can
render to mankind a unique service
in a moment of sore distress, of
imminent danger, of momentous
decision. The new birth of order
and the new birth of freedom hangs
dubious and tremulous on the new
birth of Christ.

The most destructive and the most
tragic war in history has come to an
end. All the larger warring nations,
the United States excepted, emerge
from the furnace stricken and up-
permost. Their means of subsistence
is imperilled, their commerce
and manufactures under-
mined, their accumulation of capital
and machinery and tools wasted
away, their institutions strained to
the breaking point, their younger
men maimed or killed and their
spirits bruised and bleeding. There
may have been previous wars which
levied on their victims a greater
comparative penalty of immediate
suffering and loss. But there has
been no previous war which has
brought upon the fortunes and lives
of both victors and vanquished such
an avalanche of ominous conse-
quences. The starvation, the
anarchy and the bankruptcy which
are now threatening Europe may in
the end frustrate and sterilize more
human lives, arouse more enduring
hatred, work results more menac-
ing to the future of civilization
than the war itself. Although the
fighting is over there is no peace in
the world, little confidence in one
another or in the future, little com-
mon understanding and good will.
Reconstruction depends upon re-
union and there is no living impulse
to reunite.

The obstacles to reunion no less
than the need of reunion are their-
selves born of the war. They turn
on the desire to fix exclusive re-
sponsibility for the outbreak of the
war, for its ruthless devastation and
for its demoralizing reactions. The
victors propose to fix the responsi-
bility exclusively on the vanquished,
to put in a colossal bill of damages
and to deduce from the inability of
the vanquished to pay the justice
of future discrimination. The re-
volutionary socialists fix the re-
sponsibility on the property-owning
class, and they deduce from their
indictment the need of immediately
dispossessing the property owners,
of disenfranchising and, if neces-
sary, killing all who oppose this
drastic purging. The ruling classes
not only regard this theory with
abhorrence, as is quite natural, but
they transfer their abhorrence of

(Continued on Page 11)

A Statement Of Policy

This article, by the editor of the
English Review, is interesting not
only as a curious cry of "I told
you so," a triumphant retrospect
of editorial policy, but as an elo-
quent appeal for a new ideal in
world relations, a sort of inter-
national Magna Carta.

By Austin Harrison

In the July and August issues,
1917, The English Review published
two articles, the first called "The
Maximum Conception of War," the
second, "The International Magna
Carta," under the signature 001—
both of which at the time at-
tracted attention. I had in a
visit to France in January and
February of 1917 acquired the con-
viction that the only way to victory
lay in war waged singly at the max-
imum effort, and in a conversation I
had with M. Clemenceau in the first
week of February of that year (just
before America came in and before
M. Clemenceau became Premier) I
urged upon him the necessity of the
single command under a French
General as the indispensable condi-
tion of success, but at that time M.
Clemenceau doubted whether such a
demand upon the impersonal patriot-
ism of Britain could safely be sug-
gested the French idea then was in-
teresting of the armies. It was then
that M. Clemenceau made the re-
mark, "It is time that the civilians
assumed control," the realization of
which principle has since led to such
a complete result, the moral of which
today also should be our life idea. As
we now know, the vital question of
the single command or unity of con-
trol was not realized until March of
this year, as the immediate result of
the crisis provoked by the great Ger-
man offensive.

The article styled "The Maximum
Conception" is self-explanatory. It
demanded a "joint declaration of the
Allies' objective and methods." It in-
sisted upon the necessity of daily and
hourly telegraphic conversations be-
tween the three Allied leaders, Mr.
Lloyd George, the French Premier,
and Mr. Wilson, with a view to obtain-
ing the maximum striking force not
only as the way to secure a minimum
loss, but the surest and speediest re-
sults. It pointed out that Prussian
militarism was a spirit which had to
be destroyed, which the world had to
remove, and that world's need there-
fore was unity. Unity of military
control; unity of political control;
unity of the objective. And to this
end a central headquarters thinking
staff was suggested.

This unity of control, it was sub-
mitted, should comprise all branches
of war, thus finance, agriculture or
food, supplies, inventions, etc., and
immediate unity of co-operation with
America. Producers' selling prices
should be fixed, profits determined,
rationing made compulsory and inter-
national, and Labor invited to co-
operate in full publicity.

The main idea was the automatic
result as the harvest of broad con-
ception, sound construction, and
singleness of purpose. "This is the
master key." The objective must be
single and absolute. War must be
waged on the maximum conception of
Allied power. In the military, political,
and economic domain unity was
essential.

This article, though, it elicited
considerable response, failed to stir
the Governments to thought, and the
year 1917 closed without any unity
of the kind urged being reached, either
militarily or politically; indeed, as the
result of its absence 1917 was the
darkest year of the war as 1918, con-
ditioned by the fulfillment of that unity,
has been the brightest. In the follow-
ing month (August) we published the
second, and companion article, "The
International Magna Carta," which
dealt with the objective or spirit
of the world's crusade.

In substance the article demanded a
Declaration of Rights or international
charter to represent the world's
justice, which would be the Allies'
unalterable and single objective. It
raised the issue of war to a crusade
as the oriflamme of democratic judg-
ment to which the civilized peoples
"shall proclaim their adherence, to
which humanity shall subscribe." And
the basis of the proposed new law
or convocation of war energy was to
lie in the setting up of national con-
ferences among the Allied Powers
composed of the best intellects avail-
able, which, linked by cable, would
jointly and severally collaborate in
the preparation of the charter of world
liberties, and so define the principles
of self-government which alone could
bring about the "new world" at that
time shyly hinted at by the politicians.

The idea was thus the creation of a
new world law as the Allies' fighting
objective, and consequently the re-
moval of all doubt and error regard-
ing various ends, and the elimination
of all secret diplomacy or power policy
rooted in feudal or imperialist ambi-
tions. The article demanded an "In-
ternational Charter." "When the
Conferences shall have come to a
decision, and have drawn up this new
international Declaration of Rights,
the Germans can be asked to subscribe
to it, failing which compliance it will
be the duty of the Allies to make war
on the lines of the maximum concep-
tion." Unfortunately this appeal in

August, 1917, met with a chill recep-
tion. Mankind was evidently not
ready for so profound a revolution,
and as we were then suffering from
spy mania and censorship pacifist in-
tentions were suspected. Yet the
President of the French Republic
acknowledged the appeal, and the
Japanese Embassy and several highly
influential Japanese visitors wrote
notifying warm approval of the "roof
idea." The London Press declined to
notice the article, and so, in company
with a friend, I went to Ireland to see
whether the loose end represented by a
chaotic Ireland out of touch with the
spirituality of the struggle could
not be induced to fight for a World
Charter of Liberties as the impersonal
symbol of justice.

These efforts in Ireland were at first
crowned with success. After much
delay and explanation Professor Mac-
Neill wrote, accepting on behalf of
himself and of De Valera, "the prin-
ciples" of the idea, declaring that "if
the principle can be brought to a
working test, we in Ireland should be
prepared to fight for it." More than
this, no man could have hoped for. In
addition, the Rt. Hon. Arthur Hender-
son, M.P., had given his adherence,
also Mr. Thomas Johnson, ex-Presi-
dent of Irish Trades Congress. In a
word, the idea of fighting for the
Charter seemed to be growing into an
act.

What might not have happened had
our Government shown any readiness
at the time to work upon this solidi-
fied of accepted principle between Sinn
Fein and British Labor, it is idle to-
day to conjecture, yet I cannot help
recording it as my deliberate opinion
that an unparalleled opportunity for
constructive statesmanship, both
national and international was
thrown away. The Government, in
spite of the insistent appeals we made
to it, directly and indirectly, remained
indifferent. In Ireland the condi-
tions went rapidly from bad to worse
and soon the almost inevitable fate of
the Englishman in Ireland befell us.
The implacables insisted that The
English Review was acting for Mr.
Lloyd George, and that we were secret
agents. On the other hand, the agents
of Castle authority apparently thought
we were Sinn Fein conspirators or
emissaries of the Bonnet Rouge. I
do not know. Probably we never will
know. But Professor MacNeill be-
came alarmed and recanted. London
Journalism "discovered" Ireland, and
all over the place the scouts of the
Daily Mail began to journey and
agitate. Then Thomas Ashe died as
the result of forcible feeding. As
Cardinal Logue wired to me, and his
words went the round of the world:
"If Convention fails, chaos." It was
chaos. The old ascendancy forces had
won, with what results we all know.
—Ireland is still the "loose end" in the
war and of British civilization.

There was nothing to be done in the
circumstances but wait for what I
knew to be the inevitable revelation,
and in December, 001 returned to the
matter in the Review.

The phrase, The League of Nations,
had by that time been mooted, also the
American Mission, under Colonel
House, had arrived in England. It
was pointed out in this third article
that the Charter, as advocated in the
Review, was a fighting or activist
objective, whereas the League was
only an abstract idea, unformulated
and not even understood. In Decem-
ber, 1917, Allied statesmanship stood
at its nadir. Russia had become
Bolshevist. Nowhere was there any
vision, any readiness for principle.
Lord Lansdowne had not referred to
a Charter or word's moral law. Mr.
H. G. Wells was then styling himself
a Republican. Mr. Duke was "bank-
ing" on the Convention. We again
insisted that the two loose ends in the
struggle were Ireland and Japan, and
that absolutely the only solution was
a Declaration of Rights covering the
sentimental difficulty of Ireland and
the physical difficulty of Japan—ex-
cess of population. M. Clemenceau
had just previously pronounced
scathingly yet not illogically upon the
idea of a League of Nations, and in
this article we showed why. The need,
we proclaimed, was sacrifice of
attitude, of the old balance of power
idea, out of which sacrifice an over-
whelming force would become ours
and the new justice would be born.
The quiescence of the Allied need
was thus unity—unity for the applica-
tion of power which alone could de-
feat and remove the 40x4x of mili-
tarism; unity of the objective which
alone could give to us the necessary
enthusiasm and the necessary con-
viction of our justice. But this would
demand sacrifice, and this, again, could
only be obtained by vision acting in
the spirit of the age as the interpreter
of the new orientation.

We did not pursue the subject, for
the world, as General Smuts had said,
seemed "out of joint." Russia was
plunging into ever-deepening chaos.
Ireland ceased even to interest En-
glishmen in her sulky gloom and
anarchy, and the Liberals in England
appeared to have abandoned all hope
or principle. Labor had become
restive. Japan remained silent, await-
ing some declaration of the new law
which was to govern Imperialism;

once more the military situation was
the only thing that mattered, and
there seemed no outlet but in force
and the vindication of force on purely
militarist values. The World's Charter
apparently had no meaning, and all
we had been able to do was to burn
our fingers in Ireland, as a great many
other Englishmen had done before us.

I have written this curt summary
of the work done in connection with
the Magna Carta articles as an ex-
planation of the attitude taken up by
The English Review, which today
requires no justification. Stress of
circumstance compelled at the eleventh
hour the adoption of the maximum
conception which has since led to the
glorious results we are today witness-
ing. The vision of Mr. Wilson, liken-
ing the Crusaders to the Knights of
Rannimede (I had talked over the
Magna Carta article with Colonel
House in the winter of 1918), has now
focused the world upon the League
of Nations, which obviously can only
be born into the world as the fruit of
a Declaration of Rights, as advocated
in these pages nearly a year and a
half ago. At this solemn hour of
world rejoicing and deliverance we
stand or fall on the American prin-
ciple of world security from war. It
is America's gift to old Feudal Europe.
Its meaning and purpose have been
summarized in the remarkable speech
delivered by Mr. Wilson, September
27, of this year. His five conditions
of peace define and proclaim the
new World Charter—its spirit is
announced in the great words of at-
testation: "All who sit at the peace
table must be ready to pay the price,
and the price is impartial justice, no
matter whose interest is crossed."

The Times, which declined to con-
sider the idea of a World Charter
when it appeared in the Review, has
since repented, and approved Mr.
Wilson's manifesto, and the Observer
has called it a new Magna Carta.
Perhaps a year ago the suffering had
not been sufficient. And so, as we
foresee and sought to anticipate,
Governments have been caught un-
prepared by the sheer rapidity of
events, and the Times now calls for
media to work and pronounce judg-
ment upon the vast problems which
lie before mankind. Unfortunately,
our cry for national tribunals remain-
ed unheeded, and the year 1917 ended
with the mind or the creative faculties
apparently in abeyance. No spiri-
tuality emanated from the Alliance, not
even a great democratic gesture. The
spirituality of the war has come from
America. Today this is a common-
place, and in the Times of November
4, Lord Northcliffe journalistically
gave it an official imprimatur. His
"third stage" is almost a paraphrase
of the articles that have appeared in
The English Review during the last
twelve months. He suggests Com-
missions (we called them Tribunals)
which shall report to the Central
Peace Conference, precisely as we
wrote in 1917. He, too, writes of a
world responsibility, a settlement
which must be based on opportunity
as against the old value of power
balance. He takes the full view that
Poles and Prussians should be en-
couraged to co-operate in the rede-
marcation of frontiers, and that re-
ligious questions will have to be con-
sidered. In a word, Lord Northcliffe
has subscribed to the Charter of the
new order.

I venture to say that our solution
will be found to be still more accurate,
because it is the only way to a new
order. Mr. Wilson made the mistake
of proclaiming morality, the effects
of which have been seen in the con-
fusion existing about his fourteen
points. Morality cannot be autocratic.
It must be induced as the harmony of
co-operation. I venture to assert that
Mr. Wilson will be compelled to base
his scheme for a family of Nations
on a Declaration of Rights or prin-
ciples; further, that to obtain this
Charter he will have to summon the
Nations to co-operation by setting up
select bodies in the various coun-
tries to frame the new law or order
as the product of co-operative, not of
a decreed, justice.

In this constructive spirit The
English Review can at least claim to
have contributed for a hard and long
time in the wilderness towards the
end that now must come to liberation
in a World's Charter of rights and
liberties.

Topics In Brief

How about Hibernia's Irredenta?
Chicago Tribune.

Holland is convinced that a Big Bill
is a liability.—Columbia Record.

The Huns expect us to go without
bread so they can have cake.—
Worcester Gazette.

Bielaski is merely showing us how
many gees can be caught by the pro-
paganda.—Columbia Record.

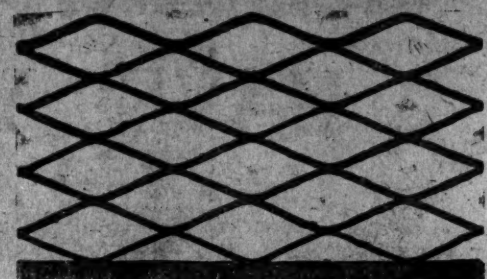
Germany needed none of her well-
known dyes to make the flag that
she finally hoisted.—Little Rock
Arkansas Gazette.

Germany acts as if she meant to
rely on the plea of insanity when
finally arraigned in court.—Lowell
Courier-Citizen.

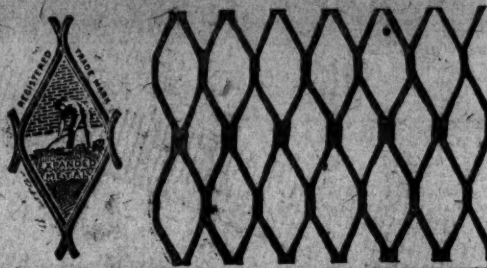
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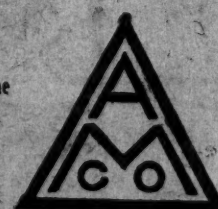
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By Callahan



Musical Matters

By Ronald B. Hurry, Mus. B.
Correspondents wishing to draw attention to musical matters, or to ask questions should address the writer, care of THE CHINA PRESS, enclosing real names and addresses, not necessarily for publication.

A letter has reached me containing a plea for German music to be played

by the Public Band. If in discussing it I am unfair to its writer he may comfort himself that printing his whole letter would have done even less good.

I have no mandate (a good word these days) to speak for the Council's Band Committee; still less am I an apologist for an orchestra that purposefully excludes masterpieces of music, German or otherwise. Taking the

points raised by this writer and ignoring some irrelevances, one may say at once that he is right in supposing that the re-employment of the enemy players would not be generally approved, whatever his own desires may be. It is urged in support of German music here that the ban on enemy aliens in America has been lifted. This fact is not the same thing as saying that America or any one else is prepared to embrace enemy ideas as if nothing had happened.

Next, the deterioration in the Public Band since the dismissal of enemy players is deplored. This deterioration is inevitable and would have been equally serious had the band lost the services of as many players of any other nationality—players of the same class, and consisting of the whole European element. The nationality of the departed players was an accident of expediency and partly of economy.

Our correspondent argues that German music from Mozart and Beethoven to Wagner (Lohengrin to Parsifal) might now be played here, with the further suggestion that the composers' names could be omitted from the program, few in Shanghai being the wiser! Now he can't have it both ways. He has lost the valuable members of the band or we have lost players whose departure makes no difference. The suggestion is practically to perform works for which the band is at present not equipped in players. It would take too long to convince the writer or unless he is aware of the orchestral forces required; the irreducible minimum of strings for the indispensable brass and woodwind. As our correspondent says that Shanghai people seem to prefer their rusty (?) gramophones to the music of the Town Band, I offer in reply that a few of us want our Beethoven played and not played at. Performances with instrumental parts missing, or supplied on a harmonium (no charge for this idea) are distasteful on musical grounds to others. "Adjustments" of instruments and "faking" of parts are forced upon the band now, and were in the past, but there are limits. The suggestion received is beyond these limits.

Some of us know something of our composers without the help of the name on the program, and we are not more than perhaps our correspondent would like to think are aware that the works of German composers have been, in the past, deliberately exploited as part of Germany's educative propaganda. This was so even in the case of Richard Wagner's works, the man himself being so out of sympathy with Germanism as to have had to live out of the country for years. The Prussian, however, saw that the man's ideas and work could be exploited for his own (the Prussian) ends. It is this exploitation of Germany's music that is objected to by others and not the music itself, except for that of some of the more recent composers.

Wagner's great operas have been revived and are now played as never before in England by British artists to British audiences. In that country there are few Germans to rejoice at the use made of Wagner's ideas to help on the "superman" and "shining armor" notions. Such notions we know to have been developed as a glass to conceal the root ideas of inhumanity and brutality.

But as I have said, our correspondent's letter falls just where a plea for German music should be, in asking for it to be performed under disadvantages which great music should not be under—numerical and instrumental inadequacy.

To make a good job of his letter, our correspondent says that an old Shanghai resident remarked that the band was playing the same music now as when he was born. If this is really so, "old Shanghai" is not too old to be soundly spanked for his precocity.

Nobody wants things to go on in the Band as they are, least of all those responsible, I should think; but we have to be fair to those who are trying to carry on under present difficulties.

Though this letter is hardly worth discussion it may serve to show that attempts will be made to bamboozle concert-goers into believing that Germans are a nation of musical enthusiasts pining for the works of their great composers, and deploring the stupidity of those who remain deaf to such inept hypocrites. Is not this a further exploitation? I am unfair to our champion of German music I have only his letter to go upon, and it is not my fault if he uses the arguments contained in it.

Some day we shall get back our Beethoven and Wagner, and sing some more chorales perhaps, but the kind of "pushing" in this letter only puts off the happy day.

The Greatest Of These

(Continued from Page 10)

saving virtue of a resurrection of the Christ in man.

Before and during the war the religion of Christ, as practised by the enormous majority of professing Christians, both lay and clerical, did nothing to diminish this social bankruptcy. The Christian faith is, of course, always a source of consolation and fortitude to suffering human beings, but the sufferers from the recent war need a religion which will give them something more than consolation and fortitude.

They need, above all, deliverance. Christianity as understood and exemplified by Christians does not offer the remotest hope of delivering mankind from the body of this death. They had and have no sufficient apprehension of the danger to the human spirit of the concentration of such enormous authority in the hands of irresponsible classes and states. They permitted the subordination of religious to political authority, and then complained at the capture of political authority by anti-social or semi-social interests. They consented to the ruthless secularisation of all human activities. They have had no conviction of their social sins. They have had little effective aspirations for social deliverance. When the war came the Christian people straightway renounced the typically Christian feelings and virtues. If there is one respect in which Christianity differs from other religions it is in its incompatibility with the spirit of hatred and revenge, its association of justice with mercy, its distinction between the sin and the sinner, and the subordination through the doctrine of vicarious atonement of the obligation to punish sin to the obligation of redeeming the sinner. The behavior and utterances of Christians and usually of Christian ministers revealed only the smallest belief in these typically Christian feelings and virtues. They not only themselves worshipped a tribal God of wrath and vengeance, but they shared in the persecution and abuse of those who sought to keep alive some remnants of the spirit of Christian charity, who insisted on the need and clung to the hope of ultimate reconciliation.

As long as the fighting lasted there was much excuse for the inability of the great majority of Christians to serve two masters. Not many people are capable of combining an invincible determination to resist oppression with Christian conviction that the oppressor knew not what he did and that he too has a claim to be saved. But now the fighting is over there is no such excuse. Christians who have lifted the veil and looked into the face of Christ must believe that the imitation of Christ is precisely and entirely what the Christian peoples need to deliver them from the bondage of their bankrupt social economy, from the least tolerable of their present sufferings and from the dread of impending calamity. They must believe that the crucifixion of Christ, His resurrection and His assumption of the burden of sin dramatise a process of redemption which should be as salutary for society, as it is for individual men and women. The doctrine of vicarious atonement is for Christians the only route of escape from the Mosaic law with its eye for eye and tooth for a tooth—a law from which no people can escape who worship fearfully a tribal God of wrath and punishment. Jehovah and his like were only the

incarnation of the police power just as Christ is the incarnation of the spirit in man which seeks to save mankind by removing the obstacles to its own self-regeneration. Those who imitate Christ place their faith in human perfectibility. They act as if suffering and sin bound human beings together rather than divided them. Such a bond is not destroyed by the infliction of penalties on wrongdoers, but it would be destroyed if in the infliction of penalties the judge ignored the humanity of the sinner and his imperishable title to redemption. The faith in a brotherhood in salvation practiced by those who imitate Christ begins in a sense of brotherhood in sin. It flowers in a conviction that by accepting a common liability to sin and error, we may help one another to a common release from its burdens.

There is nothing in modern social knowledge which discourages us from seeking individual and social deliverance through the imitation of Christ. On the contrary, modern psychology, modern penology and modern education all recommend a way of enhancing human life which seeks to release men and women from fears, hatreds, suspicions, greeds and debts to their own past. They agree upon the fruitfulness of the union which may result from a common conviction of ignorance and imperfection, from common tasks of hard but exhilarating creative labor. Never have the practices of Christianity enjoyed so good a chance of meeting actual and indispensable human needs. If only a sufficient number of Christians will place at the disposal of the

imitation of Christ the same amount of initiative, intelligence, skill and determination which so many

nominal Christians have placed at the disposal of selfish class purposes and of the passion for power, the balance between the social liabilities and the social resources of modern nations would soon show a credit on the right side. The time has come when the work of successfully building up a sincerely Christian community is only awaiting the coming of sufficiently sincere, alert, knowing and devoted Christians. The Christian community cannot be built up now any more than it has been in the past, by propaganda, by tempering the acceptance of social abuses with philanthropy, by sectarianisms or by tamely submitting to the moral sovereignty of the state. The structure must spring from a deeper dissatisfaction with what we are, from a more complete compassion for human failings, and an incorruptible conviction in the dependence of human fulfillment upon human brotherhood. It must spring, that is, from a sufficiency of faith which will bring with it a sufficiency of charity and love.

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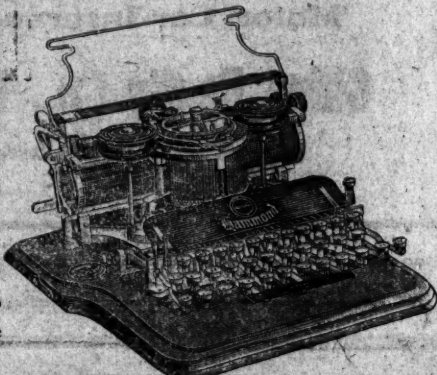
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ESTIMATES—FREE

COMING OF LABOR PARTY IS PROPHESED IN JAPAN

At Least Two National Figures,
Baron Goto And Mr. Ozaki,
Ready To Lead One

FAVOR MANHOOD SUFFRAGE

Existing Parties Disappoint Radicals By Conservative Showing in Electoral Reform

Tokio, February 2.—Quietly but steadily the labor question is becoming one of the new factors in the politics in Japan and a rumor of the inauguration of a labor party is now in wide circulation, says the Japan Advertiser.

There are two reasons to believe that the formation of a labor party will soon come about in this country: First, it is contended that Japan should have such a party as the result of the great industrial revolution now going on; and secondly, it is claimed that such provides the only means whereby universal suffrage may be obtained, as the existing political parties are too conservative and, therefore, always compromising in their attitude toward the question of electoral reform.

Radicals are openly disappointed at the moderate measures advocated by the Opposition leaders as well as by the Government, and, it is stated, are gradually realizing that their aim can be attained only through some new political power other than has been known heretofore in Japan.

There are a number of rumored candidates for the leadership of the new labor party, but the two most widely mentioned as possibilities are Baron Goto and Mr. Ozaki, who, according to what is reported in the vernacular press, both entertain the ambition to become the labor leader in Japan.

According to the Hochi, Baron Goto expects to leave Japan shortly to investigate social and political situation abroad, and, when he comes back, will start his new movement. The paper states, on the other hand, that Mr. Ozaki, who is also to sail for America and Europe shortly, has already set about to organize his party. A number of M.P.'s, including different party members are now under his banner, the paper says, and Mr. Tagawa, ex-M.P. and former Assistant Mayor of Tokio, is acting as his chief of staff.

"Universal suffrage means at once the abolition of the property qualification for the franchise. Therefore, labor constitutes the funda-

mental factors of the question," says a member of the Diet, quoted in the Hochi. Universal suffrage can be realized if it be demanded by the strong voice of labor, and, at the same time, the adoption of universal suffrage at once necessitates the organization of a powerful labor party. Judging from the facts, it is quite natural and logical that Mr. Ozaki, the most ardent advocate today of universal suffrage, should become the leader of labor in Japan, and it is expected that a powerful labor party will come into existence as soon as Mr. Ozaki returns from abroad. The name of the M.P. quoted is not mentioned, but the paper states that he is one of the right-hand men of Mr. Ozaki.

Since he resigned from the budget committee, Mr. Ozaki has not appeared in the Diet very often. Apparently he has given up his intention to fight in the Diet for the cause of universal suffrage, which is a great disappointment to the hundreds of spectators gathering in the galleries everyday, who appear simply being desirous of hearing the silver-tongued orator with which Mr. Ozaki has made his name immortal. They are, however, satisfied by hearing the news that they have opportunity sometimes in the future of seeing their favorite orator stand again on the firing line, not as a member of his old party but as the leader of a new one, fighting the cause of universal suffrage.

Of late Mr. Ozaki spends most of his time in reading and meditation. In an interview published in the Nichi Nichi he declares:

"I have made up my mind to exert myself for the cause of universal suffrage in co-operation with men representing all classes and occupations. But that public does not listen to my voice and I must find my co-workers now among the thousands of laborers in Japan. By 'the laborer' I do not mean the common workers alone, as I think that officials, businessmen and others, who work with their brains, are likewise laborers.

"Japan would have at least 10,000,000 franchise-holders by adopting universal suffrage, and Japan needs universal suffrage, because she must become more democratic when she claims for herself a membership in the League of Nations, which is to be founded on the principle of international democracy. Oligarchy and autocracy must go forever, and national politics must hereafter be open to the public."

In regard to the rumor that Mr. Ozaki will resign from the Kenseikai, with a view of organizing a labor party under his own command, Mr. Shimooka, one of the leaders of the party, says, in an interview with the Nippon Dempo representative, that he does not believe Mr. Ozaki would take such a radical step, nor organize his new party in any such a hurry. "I also think

that a labor party must come to behind them their 10 children. It existence in Japan sometimes in the way their first trip to England since future," says Mr. Shimooka. "It is their honeymoon, reasonable, as well as inevitable. From a lurking place on the coast judging from the general trends of Belgium (it is cleared up now) the times, but a political party can't be organized in a day. That is a difficult job. It is true, however, that Mr. Ozaki is now carefully studying the labor problem."

FAMOUS TENOR ADOPTS TEN ORPHANS OF WAR

John McCormack Will Care For
Children Whose Parents Were
Lost On Leinster

By a stroke of the pen, John McCormack, the singer, increased his family from two to 12. He gave little Cyril and Gwen McCormack five brothers and five sisters, the eldest 16 years old and the youngest a baby. This is what he wrote: "I will be your father. I cannot give you the love of your own father, but what I have is yours."

The letter went to Dublin. It was in answer to information which said: "Tom and Charlotte drowned on the Leinster. Bodies not yet recovered."

"Tom and Charlotte" were Mr. and Mrs. Thomas Foley of Dublin. And Mrs. Foley was the sister of Mrs. John McCormack, who formerly was Miss Lily Foley, a beautiful Dublin girl.

Mr. and Mrs. Thomas Foley sailed from Dublin for Holyhead, leaving

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to America, for they have relatives in Dublin in whose care they will be placed.

"Don't speak of it," he went on. "It is the most damnable thing that has happened since the Lusitania."

"This thing has brought the war right home to my own bedroom. It came right out of a clear sky."

"They were on an errand of mercy. They had received word that Chris Bartlett, a sergeant in the British army and Mrs. Foley's only brother, had been wounded in France and was dying in a London hospital. They took the first boat out, which happened to be the Leinster. Chris died a few hours after she was torpedoed."

"Isn't it terrible? Just think of those two on an errand of mercy, and those cowardly curs waiting outside to kill them without giving them a chance. And think of those 10 little ones made orphans in a night."

"We must do something for the kiddies, Lily," he said to his wife. "They must be looked after."

He there and then undertook to do these things:

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'Little Madonna Of Refugees' Is 12-Year Old Russian Girl

Story Of Kasimira Rudkovsky In Vladivostok Barracks
Is That Of Thousands Of Russian Children

(Japan Advertiser)
Vladivostok, January 8.—"The Little Madonna of the Refugees," an American Red Cross man at Vladivostok called her, and a Little Madonna of the Refugees she truly is.
He saw 12-year-old Kasimira Rudkovsky carrying her year and a half old brother Francis with a wholly maternal tenderness. She fed him, bathed him and bore him in her arms, well wrapped against the biting wind of the Siberian winter with a solicitude no mother ever excelled.
It was out at the big refugee barracks at First River, just at the outskirts of the city of Vladivostok—the barracks where hundreds of Russians, their homes destroyed by the ravages of war and of revolution, have found temporary habitation under the sheltering arm of the American Red Cross.
The story of little Kasimira Rudkovsky is the story of thousands and hundreds of thousands of other children in Siberia this winter. Father Rudkovsky was a prosperous shoemaker in the city of Vilna in 1914; then the mighty German war machine swept across the peaceful country and the shoemaker with his wife and children fled from the roar of German guns. They fled far toward the Ural mountains and then were caught in a great tide of refugees sweeping out across the mountains and into Siberia toward the Pacific Ocean, where they hoped to find peace and food. The Rudkovsky family has been in the refugee trail for almost 4½ years, sometimes attempting to return to the home in Vilna, but always beaten back by the waves of war. It was on the journey toward Vladivostok, across a country broader than the United States, that little Francis was born, in a Russian box car, coming into a world of pain and hunger, of cold and of hardship. There are many children and many mouths to feed in the Rudkovsky family and the mother had scant time to look after the latest addition. So little Francis fell into the care of Kasimira and she has mothered him ever since.
Thousands of refugees swept into the city of Vladivostok during the summer and fall of 1918. They came into a city already overcrowded with people. They had no place to go, no bed to sleep in, no roof to shelter them. Like many others, they tried the hard stone floors of the railway station, already jammed with many of their kind. Finally many of them

came to the attention of the American Red Cross and the Red Cross has given them food, clothing and a home until they may again make homes of their own.
The great army barracks at 2nd River, in which the Rudkovsky family lives, is but one of a series of refugee homes which the American Red Cross has established at Vladivostok. More than 1,400 Russians, Servians, Armenians, Jews and members of many other nationalities are given domicile. More than 1,500 people, who provide their own habitations, are fed by the Red Cross.
The refugee work of the Red Cross extends from Vladivostok on to Ekaterinburg on the west, some four thousand miles. At Omsk, for instance, the Siberian Commission—which is the organization handling the American Red Cross work in Siberia—has taken into its kindly care a thousand pitiful little refugee children sent by their families from Petrograd and Moscow to escape the terrors of Bolshevism and fallen into desperate need separated so far from their kindred.
In the refugee barracks around Vladivostok schools have been established where these children of war are given simple but helpful education in their own tongue. School teachers are found for them sometimes among the refugees themselves. For their mothers, sewing rooms have been established where garments are turned out by the hundreds for refugee uses, and for their fathers the Red Cross procures employment when possible. One of the industries which the Red Cross is now preparing to establish is weaving and others are in contemplation. The aim of the Red Cross is to provide only temporary support for these refugees. Many of them will be sent back to their homes in Armenia, Serbia, Montenegro and others of the Balkan states. In November the refugee relief department and the Siberian Commission shipped 613 Servians in a British transport to Port Said and 400 others could have gone but refused at the last moment.
The refugee relief work is handled under the Department of Civil Affairs, Siberian Commission. A refugee hospital is just being opened in Vladivostok and a city relief headquarters is maintained near the railway station—a strategic point, for it is at this station that the first impact of the tide of newly arrived refugees

is felt. At the refugee hospital a daily clinic is held, largely attended, too.

The Little Madonna of the Refugees is just one of countless children made destitute by the war. There are many thousands less fortunate than she, for she has a good home with plenty of food, and she is with her family through the long winter. She and little Francis and hundreds of other children at the refugee barracks are learning a new way to happiness and to hope for the future through the American Red Cross.

WELL! THAT'S DIFFERENT

There is war fiction and war fiction, but the best of it is that which is never published, according to a second lieutenant of an American labor regiment somewhere in the S.O.S., whose special duty it is to censor the letters of his organization.
"As I lay there I could hear the Germans talking in low tones. They were so near that I could have put my hand out and touched them."
This was the way a man in a labor regiment began a letter to his best girl back home. It was a letter which would have made the heart of anybody's best girl jump with pride.
The censoring lieutenant had had some trouble with certain members of his command who persisted in writing glowing accounts of incidents which had never happened, so he determined to make an immediate example in this case.
When the man stood before him, he asked him "what he means by writing such a letter."
"Everything I have written is true," was the reply. "I was merely telling about the German prisoners we have working in this camp."

Japan Cannot Depend On League Of Nations

Minister Of Navy Says That
Full Meaning Has Not Been
Made Clear

Tokio, January 31.—"That the whole meaning of the proposed League of Nations is not yet made clear; that the so-called restriction or diminution of armament is nothing but a problem of the future; that Japan cannot establish her naval policy on such hypotheses like these, and the only way for her at present, therefore, is to follow faithfully and consistently on the policy and program she has established." So declared Admiral Kato, Minister of Navy, in his reply to Mr. Takagi at yesterday's budget committee meeting in the Lower House. This was the only statement possessing real meaning, all the other questions and answers exchanged between Ministers and M.P.s at the committee being of routine matters, indicating that the principal battle in the committee is already over.

At the general meeting of the House, which sat at 1:15 yesterday afternoon, dullness and monotony also prevailed throughout, there being no important bills presented and no interesting or exciting addresses delivered. It is expected that the budget is to be referred to the general sitting on February 13, three days after the final ballot would be taken by the committee.

SUGGEST PRINCE OF WALES MARRY AMERICAN GIRL

London Paper Thinks It Would
Have Tremendous Influence
On Future History

London, January 1.—The matrimonial future of the Prince of Wales is the subject of discussion in two of the morning's newspapers. The Daily Express devotes two columns to it, pointing out that the war has narrowed the choice for royal marriages. There is no possibility now of a German Princess becoming Queen of England, and a vast tragedy has obliterated the Russian royal family. As regards marriageable Princesses in other European countries, The Express says that Princess Yolanda of Italy is ineligible because she is a Roman Catholic, Princess Helena of Greece is no longer talked of as the future Queen, and although one of the Rumanian Princesses might be chosen, the prospect would arouse little enthusiasm.
"The fact is," says The Express, "that there is a keen desire that the Prince shall be allowed to choose for himself a British wife—if not an American. His marriage with a British bride would be exceedingly popular. If he should choose an American bride, the enthusiasm on both sides of the Atlantic would be unbounded and dramatic possibilities would be opened up. The example would be infectious, and there is no telling where the consequences would end."
The Express asserts that the idea of royal caste marrying within itself is no part of English law and forms

no written part of any Continental constitution.
"There is nothing whatever to prevent King George giving his consent to the marriage of the Prince of Wales to anybody who is not a Roman Catholic," it adds.
The other paper mentioning the subject is The Chronicle, which sees special interest in the forthcoming visit of the King and Queen of Rumania to London in view of the fact that their beautiful eldest daughter, Princess Elizabeth, has been frequently mentioned as an eligible bride for the Prince of Wales. It points out that the Queen of Rumania is an English Princess and a cousin of King George, that she retained her love for England and English ways, and it applauds the courageous stand she took when the Germans overran Rumania.

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How American Manufacturers Are Preparing For Future

By Walter F. Wyman

(In Export)
Obviously it is neither the place nor the time for an entirely frank discussion of the plans of the several manufacturing nations of the world in connection with the immediate or far distant future of their commercial activities. It is, however, an excellent time for us to examine together the plans—the individual plans—of American manufacturers for the improvement of their service to their friends and co-partners, the merchants of other countries.

International commercial exchange is conducted today under conditions which are almost incredible. The handicaps which must be overcome are not merely in front of each American exporting manufacturer and each importing merchant, but they are on both sides and in back of each. Changing technique, changing procedure, and above all the complications arising from the needs of the military establishment of the United States and its Allies, have rendered exactness in planning entirely impossible.

So there has come into being in place of ironclad systems and inviolable rules a flexible and broad technique which admits of no impossibilities and which seeks to overcome obstacles by two methods of attack. The first of these is decidedly the more important because this first method seeks to anticipate and circumvent obstacles which will later appear. The second method is the method of necessity—the overcoming of handicaps which cannot be anticipated or brushed aside.

It was an axiomatic truth in the years immediately preceding the outbreak of the European war that the routine or "red tape" of exporting was merely a decidedly minor factor in international commercial exchange. It was a matter of recorded and established knowledge. It required only average intelligence and adequate supervision. Today the situation is decidedly reversed. The formalities of exporting are no longer a matter of routine, but they are a matter requiring executive examination and executive control.

The executive must also place himself in a position so that he can learn of the trend of world events. He must anticipate by a new type of business knowledge the withdrawal of ocean tonnage on certain routes, and learn well in advance of the possibilities which offer increased tonnage on certain other routes. He must come to sense world events in such a manner that he can anticipate the probable steps of the United States Shipping Board, the War Trade Board and the various forms of censorship. And he must perfect his technique in advance, so that with the new obstacles which are necessarily placed in the road of imports and exports he may do his best from the very start of new conditions instead of pausing hopelessly before each new development.

It must be understood in the other nations that the United States is not seeking to curtail its foreign trade. The opposite is the case and the various governmental organizations, board, bureaus and control factors are not restrictive or destructive primarily, but on the contrary constructive. They are in the last analysis surgeons who are endeavoring to maintain the breath of life in a body which has met with a severe accident. And they are endeavoring in their treatment of this case to bring the innocent victim—the foreign trade of the United States and the importing trade of many other nations—to the most prompt and complete recovery possible in the circumstances.

It is almost incredible that the manufacturing exporters of the United States have so signally failed to comprehend the situation of their co-partners that they have given but a slight inkling of the real difficulties under which they have operated. As true partners they should have ignored both the modesty which conceals rather than reveals achievement, and the sensitiveness which in the face of conditions beyond control seeks to hide

rather than to reveal the reasons for delayed deliveries.

But regardless of whatever failure there may have been in their relations with their co-partners as regards acquainting these co-partners with the exigencies of the situation, it cannot for a moment be stated truthfully that they have failed as co-partners in the matter of intelligent effort or in achievement in accomplishing these new tasks. These tasks certainly can well be called "new." They are not only new to the individual American manufacturing exporter, but they are also new to the world which for centuries and centuries prior to the war had pursued the business of exchanging products with only the slightest of modifications—and these mostly in the line of improvements—in the conditions governing these transactions.

Export and import trade prior to 1914 has changed amazingly little in their fundamentals. Since the first two men met and bartered the products of their lands and of their hands, commercial relations had pursued the path of progress, changing little in details and not at all in fundamentals. Trade routes, to be sure, had changed, and cities had waxed and waned, but the business of exporting and importing remained all but the same. So it can be seen at a glance that the war brought about emergencies for whose solution there were no recorded precedents. The American manufacturer more than the manufacturer of any other nation has been given the opportunity and has been under the necessity of solving problems new to foreign trade. Nor have these problems been few or of minor importance. From every angle—shipping, finance, credits, production—these and many more divisions of business have had brought to them problems great and small, of infinite variety and without cessation.

Naturally, for a period it was impossible to anticipate events. There were no correlated records of solutions which partly met or met not at all the real needs of situations

which had sprung up over night. After two years of European war the American manufacturer began to feel the trend of world affairs. From that time until the present there has been growing, steadily growing, an improvement in the technique of getting goods to customers under handicaps which are still inconceivable to at least two prominent manufacturing nations of another continent.

Within the establishments of individual American manufacturers there has been forced into being an absolutely new type of employee. This employee is semi-executive in nature and can best be described by the name I have coined for him, "Export Technician." The export technician is a man who not only supervises the technique of distribution of products, and shipment and financing of orders, but who also must in a fairly broad way comprehend simultaneously the difficulties of the foreign merchant as well as those of his employer, and he must seek ways to meet the needs of each.

Prior to 1916, for example, the export executive was charged with the initiative in international commercial exchange. Between his work and the work of those whose accuracy was necessarily greater than their initiative there was no intermediary, because often the so-called assistants to export executives were either executives handling the minor tactics of foreign trade or supervisors of routine.

It has, therefore, come about that in the United States an entirely new and rapidly growing group of export men has come into being. The counterpart of this group absolutely does not exist and never has existed in any other manufacturing nation, because there has never before been the necessity. It is, therefore, safe to say that while this movement is in its infancy it is developing along lines which will bring about super-service when conditions once more approach the normal. For this group is not to be wiped out of existence by the coming of normal conditions. Its worth has been

proved and a place is now being found for it.

It is entirely certain that when ocean tonnage not only reverts to normal, but also insofar as the United States is concerned suddenly becomes of tremendous proportions and free for commercial purposes, then the export executive must needs concern himself with problems of aiding the Government of the United States in constructing trade routes and regularly scheduled sailings, both to markets long established and to markets which hitherto have never in all the centuries of the past enjoyed ocean service other than the visits of occasional unscheduled craft. The export technician will come to new spheres of action.

Unquestionably these new export technicians will eliminate many of the peace-time errors which all of us as human beings both commit and deplore. Adding the breath of life and the gift of intelligence to systems which prior to the war were adequate, they will make these systems into a powerful force for good rather than a mere belt transmitting power from pulley to pulley. There have sprung into existence emergency systems in the organiza-

tions of the exporting manufacturers of the United States. For these there is no counterpart in Europe, if we are to believe the investigations of trained business men who have traveled far and wide seeking to improve the technique of the United States in foreign trade. In the frequent conferences at which American executives engaged in manufacture are constantly to be found, solving together their foreign trade problems, there are possibilities. (Continued on Page 15)



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How American Manufacturers Are Preparing Future

(Continued from Page 14)

ties which apparently do not yet exist in other nations. It is not with a view of self-praise that this point is emphasized. It is true that several European manufacturing nations are reconstructing their entire organization for foreign trade. It is equally true that in at least one of these nations the governmental plans are being modeled closely upon the bureau in Washington, which is charged with active co-operation with the American manufacturers who are interested in selling their goods beyond the boundaries of the United States.

In the last analysis, however, it is not the governmental efforts which are the most important to the foreign merchant. Subsidies and nationalized foreign trade have been tried and been proved a failure. We must look to the development of the individual. No legislation can make good manufacturers nor good merchants. So that in pointing out the radical developments within individual American enterprises it can truthfully be stated that this one point is far more important to the importer than all of the combined governmental plans which have been or will be made. On the very face of the situation, unless the individual manufacturer and the individual merchant wish to enter into business relations, no amount of governmental mechanics can create co-partnerships and result in mutual profits.

It has been my good fortune and a decided pleasure during the past month to have the opportunity of inspecting carefully most radical changes in several representative American industries. These radical changes were made solely with the idea that they would better equip these industries to meet present and future conditions in foreign trade. I have seen an industry change its entire system of production, handling the finished stock and the shipping solely to insure an ultimate degree of efficiency in placing its product in the hands of foreign merchants without a moment's waste of time from the instant it was received at the factory to the moment it reached safely the one who had ordered the merchandise.

There are in the United States enterprises which under various descriptive titles such as industrial engineers specialize in perfecting systems created by intelligent executives, and also in improving the layout of factories and offices even over the layouts originally made by the most able of manufacturers. It is significant that at this time in the United States the leaders in this particularly specialized branch of business are constantly engaged and that their services are being sought rather than sold. There is a growing recognition on the part of these specialists of the new needs of foreign trade, and where a decade ago their consultations and their plans would have included a minimum thought of the export requirements, today these are taken for granted just as much as the needs of other departments whose duties and activities are purely domestic in nature.

Again, the existing export departments have been decidedly enlarged. This is so much because of the increased foreign trade of the United States as because of the increased difficulties which are met in the foreign trade of the United States. So it is inevitable that should there be a diminution of difficulties and even a diminution of these forces (which is improbable) the average

excellence of the employee will be greater than ever before because the number from which the selection can be made will be greater than ever in the past.

Within and without the individual business organizations of the United States a new era in education in foreign trade has come into being. Possibly in a later discussion we shall together examine into the education from without; but today let us look briefly into the education which is within the individual manufacturer's organization. Considering ourselves as mentally facing the conditions which existed in 1912 and 1913, it is plain to see that apart from the merchandising end of exporting the American manufacturer, like the manufacturer in every other industrial nation, did not find it necessary to educate his employees engaged in the routine divisions beyond the point where they became accurate cogs in the machine of handling orders originating within the United States.

Since 1914, however, it has been clearly seen that there was need not only for export technicians—the new group which I have described—but for a far higher standard of education in those whose duties in normal times would be almost mechanical. So there has come into existence the almost universal practice of special training and special instruction within each American business enterprise engaged in international commercial exchange for schooling employees into a broader comprehension of the problems of exporting. As a concrete illustration of this fact, let us look together into a typical case. A Boston manufacturer, even though all but overwhelmed with orders of unprecedented size and unprecedented number, originating

both within and without the United States, arranges the duties of his employees who are in any way engaged in the handling of foreign orders so that they learn to perform not only set tasks but also to comprehend the principles behind these tasks.

For example, it has seldom been deemed necessary for those in charge of the actual crating and strapping of packages to know more than exactly what materials they were to use and how they were to use them. But today the fundamentals are driven home by precept and example, so that the men who once were mechanics can now lay claim through this education to knowing every step of the way on which these packages, crates and boxes go on their journey from the manufacturer to the foreign merchant. A dozen years ago the American shipper was content to seek out exact instructions from his co-partner, the buyer. Today he knows that his co-partner cannot know the conditions which obtain before the goods are safely on board the steamer or sailing vessel. Consequently it is quite possible today for the packing to represent a very high percentage of the shipper's knowledge, gained by dock, lighter and carrier investigations.

This education of the employee has been carried on by actual classes within the four walls of the Boston manufacturer, and all similar manufacturers from one boundary to the uttermost boundary of the United States. These classes are presided over and instructed by not only the export executive but also by the executives in charge of the shipping, financing and production ends of enterprises. Instead of blind following of directions this new type of employee carries into his routine

work individual knowledge and trained judgment.

The result of this is not at all apparent from the outside. It will be perhaps two, or perhaps five years more before it is visible and appreciated by the importing merchant. For new improvements, regardless of their ultimate value, are slow in coming to their full worth, and even more slow in coming to a stage of development where they are conspicuous. Today they are hidden in the handicaps which surround exporting and importing. The miracles of this new co-ordinated team work of trained employees do not come to light because, after all, it often requires miracles to accomplish tasks which to a distant outsider are merely commonplaces.

But in the long tomorrow the importance of this radical change will be startlingly apparent. The tremendous force which is required to move a tremendous obstacle, inch by

inch, is not spectacular, particularly if the obstacle is not visible, but once released of the necessity of overcoming tremendous obstacles the power is bound to become conspicuous by the celerity of its progress and by the completeness with which ordinary obstacles are demolished.

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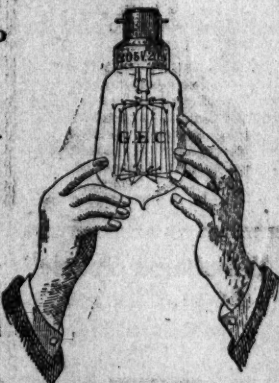
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Shanghai-Hongkong-Hankow

Nos. 1 and 2 Ningpo Road, Shanghai

Phones 1606 & 1608



The TRADE MARK of the Largest Electrical Manufacturer in the World

Anderson, Meyer & Co. Ltd. Sole Agents for China.

As supplied to many Courts.....



K. & G.

Melkonian Egyptian Handmade Cigarettes

are carefully blended with the best Turkish & Macedonian Tobacco Leaf.....

Put up in three distinctive brands.....

"AMON-RE" "HORUS" & "PRINCE"

Smokers will find them both a pleasing and a unique smoke.

Especially the "AMON-RE"

Which represents the best in Smoke-Dom.

Distributors:

TABACQUERIA-FILIPINA, Tel. Central 2245

and I. SHAININ & Co., 100, Szechuen Road

Export Orders Solicited

M. A. LOUBEH

31, Whangpoo Road

Sole Agents for China

Always "AT THE FRONT"

IN PEACE AND IN WAR

At the Front



OLIVER

Typewriter

ALWAYS "AT THE FRONT"

IN PEACE AND IN WAR

During the War

10,000

Oliver

Typewriters

were bought by

H. B. M. Government

for military purposes

Oliver Typewriter Agency: 1, Foochow Road



TONIGHT

CARLTON CAFE

TONIGHT

presents the attraction of the season

LOS YERAR

A Remarkable Duo of Spanish Dancers

This delightful attraction has been secured at great expense, and thus it has been reluctantly decided to make a nominal charge of \$1.00 for admission upstairs. Ladies and gentlemen dining

at the Carlton beforehand will be presented with a voucher, entitling them to admission upstairs, without charge, and a reserved table.

Dancing from 10 p.m. Reserve your tables for dinner: Phone, Central 2301 and 2337

Exchange and Bullion

Shanghai, February 8, 1919.
Money And Bullion
Sovereigns: buying rate.
@ 4/11=Ts. 4.07
@ exch. 72.4=Mex. \$5.62
Gold Dollars: Bank buying rate,
@ 117=Ts. 85.47
@ 72.4=Mex. \$118.05
Mex. Dollars: Market Rate: 72.15
Shal Gold Bars: 978 touch Ts. 272
Copper Cash per tael 1855
Native Interest Ts. —
Bar Silver 487.4
Bank Rate of Discount 5%
Ex. Paris on London Fr. 29.98
Ex. N. Y. on London T.T. G. \$4.761

Exchange Closing Quotations
London T.T. 4/11
London Demand 4/11
India T.T. 327 1/2
Paris T.T. 639
Paris Demand 642
New York Demand 117 1/2
New York Demand 117 1/2
Hongkong T.T. 64 1/2
Japan T.T. 44
Batavia T.T. 28 1/2
Singapore T.T. 47 1/2

Banks Buying Rates
London Demand 5/0
London 4 m/s. Cds. 5/11
London 4 m/s. Dcoy. 5/11
London 6 m/s. Cds. 5/2
London 6 m/s. Dcoy. 5/2
Paris 4 m/s. 681
New York o/d Dcoy. 118 1/2
New York 4 m/s. Dcoy. 122 1/2

Roubles Exchange
Today's Bank Buying Rate
For Roubles Ts. 100
Roubles 1230 =Ts. 100
Roubles 100 =Mex. \$10.25

Customs House Exchange Rates
For February
Hk. Ts. 3.55 @ 5/04 \$1
" 1 @ 653 France 7.27
" 0.75 @ 1191 Gold \$1
" 1 @ 431 Yen 2.53
" 1 @ 15 Rupees 4.19
" 1 @ 1.50 Mex. \$1.50
" 1 @ Roubles —

Stock Exchange

Transactions

Shanghai, February 8, 1919.
TODAY'S QUOTATIONS
Official
Kungyik Cotton Ts. 14.75 March

Sharebrokers' Association

Transactions

Shanghai, February 8, 1919.
BUSINESS DONE
Unofficial
Trams @ Ts. 70.00 cash

PARIS EXCHANGE

(French Wireless)

Paris, February 7. (Via Lyons and Koukaza). Paris exchange:
Paris-London cheques 26.00
War Loans:
3 percent 65.10
4 percent 1917 75.80
Liberty Loans:
4 percent 1918 75.45
5 percent 91.90

ASTOR HOUSE HOTEL

TIENTSIN

Cable Address

ASTOR

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.
Spacious and Luxurious Dining and Reception Rooms.
Every Bedroom with private Bath and Toilet.
First Class Cuisine and Selected Collar, under Foreign supervision.
Central Heating, Electric Light, Modern Sanitary Arrangements.
Hotel Motor-Omnibus and Porters meet all Trains and Buses.
THE MANAGEMENT

The China Mutual Life Insurance Co., Ltd.

Parents should take advantage of the present high rate of exchange to provide for the future education of their children.
Write to us for particulars of our Special Policies, at
10 Canton Road, Shanghai.

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital £1,200,000
Reserve Fund £2,000,000
Reserve Liability of Shareholders 1,200,000

Head Office:
33 BISHOPSGATE, LONDON, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.

Sir Duncan Carmichael,
T. Cuthbertson, Esq.,
Sir Alfred Dent, K.C.M.G.,
W. H. Neville Goschen, Esq.,
The Rt. Hon. Lord George Hamilton, G.C.S.I.,
W. Foot Mitchell, Esq.,
Lewis Alexander Wallace, Esq.

Branches:
The Bank of England,
The London City & Midland Bank Limited,
The London County and Westminster Bank Limited,
The National Provincial Bank of England, Limited,
The National Bank of Scotland, Limited.

Agencies and Branches:
Amritsar, Illoilo, Puket,
Bangkok, Ipoh, Rangoon,
Batavia, Karachi, Saigon,
Bombay, Kiang, Seremban,
Calcutta, Kobe, Singapore,
Canton, Kuala-Lumpur, Shanghai,
Cebu, Madras, Sourabaya,
Colonbo, Manila, Taiping,
Delhi, Medan, (F. M. S.),
Haiphong, New York, Tientsin,
Hongkong, Penang, Yokohama.

Shanghai Branch 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought, Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

A. I. D. STEWART, Manager.

Shanghai Branch 18 The Bund.

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A. I. D. STEWART, Manager.

Hongkong & Shanghai Banking Corporation

Capital (fully paid) \$15,000,000

Reserve Fund \$15,000,000

Reserve Liability of Shareholders \$15,000,000

Head Office: HONGKONG

Court of Directors:
Hon. Mr. P. H. Holyoak Chairman,
G. T. M. Edkins Esq., Deputy Chairman.

A. H. Compton Esq.,
Hon. Mr. S. H. Dowell,
C. S. Gubbay Esq.,
Hon. Mr. D. Landale,
E. V. D. Parr Esq.,
W. L. Pattenden Esq.,
J. A. Plummer Esq.

Chief Manager:
Liongkong-N. J. STARR.

Branches and Agencies:
Amoy, Ipoh, Penang,
Bangkok, Johore, Rangoon,
Batavia, Kobe, Saigon,
Bombay, Kuala-Lumpur, S. Francisco,
Calcutta, London, Shanghai,
Canton, Lyons, Singapore,
Colonbo, Malacca, Sourabaya,
Fuchow, Manila, Tientsin,
Hankow, Nagasaki, Yokohama,
Harbin, New York, Vladivostok,
Hilo, Peking, Yokohama.

London County and Westminster Bank, Ltd.

Shanghai Branch: 12, The Bund.

Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN, Manager.

Shanghai Branch: 12, The Bund.

Sub-Agency: 9 Broadway.

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A. G. STEPHEN, Manager.

Shanghai Branch: 12, The Bund.

Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Capital (fully paid) \$60,000,000.00

Reserve Fund \$12,279,800.00

Reserve Liability of Shareholders \$1,298,552.60

Head Office: PEKING

Branches and Agencies:
Peking, Tientsin, Shanghai,
Changchun, Wuhu, Hang,
Ankung, Anking, Changsha,
Dahly, Hangchow, Nanchang,
Moukden, Ningpo, Kiukiang,
Newchwang, Nanking, Fochow,
Harbin, Chinkiang, Amoy,
Kirin, Hsuechow, Canton,
Tsinan, Soochow, Hongkong,
Chesoo, Wusueh, Swatow,
Tsingtau, Yangchow, Chungking.

SHANGHAI BRANCH,
3 HANKOW ROAD.

Loans granted on approved securities. Local Bills discounted. Interest allowed on Tael Current Accounts and Dollar Current Accounts at 2 per cent. per annum and on Fixed Deposits at the following rates:

For 3 months at the rate of 4 per cent. per annum.

For 6 months at the rate of 5 per cent. per annum.

For 12 months at the rate of 6 per cent. per annum.

SUNG HAN-CHANG, Manager.

Shanghai, 1st Nov., 1918.

Shanghai Branch: 12, The Bund.

Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN, Manager.

Shanghai Branch: 12, The Bund.

Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

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A. G. STEPHEN, Manager.

Shanghai Branch: 12, The Bund.

Sub-Agency: 9 Broadway.

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Sub-Agency: 9 Broadway.

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Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN, Manager.

International Banking Corporation

Capital (fully paid) U.S. \$5,000,000

Reserve Fund U.S. \$1,713,000

Reserve Liability of Shareholders U.S. \$1,713,000

Head Office: NEW YORK

Branches and Agencies:
New York, London, San Francisco,
Hongkong, Shanghai, Peking, Tientsin,
Canton, Hankow, Soochow, Nanking,
Harbin, Chinkiang, Amoy, Kanton,
Tsinan, Soochow, Hongkong, Chesoo,
Wusueh, Swatow, Tsingtau, Yangchow, Chungking.

SHANGHAI BRANCH,
3 HANKOW ROAD.

Loans granted on approved securities. Local Bills discounted. Interest allowed on Tael Current Accounts and Dollar Current Accounts at 2 per cent. per annum and on Fixed Deposits at the following rates:

For 3 months at the rate of 4 per cent. per annum.

For 6 months at the rate of 5 per cent. per annum.

GET-RICH-QUICK SCHEMES ARE NUMEROUS IN JAPAN

Big Corporation With Small Capital Under Observation By Police

Tokyo, February 1.—Last year there was a record-breaking number of new corporations organized. From January to September, according to the investigation of the section of peace and order of the metro-

politan police headquarters, there were 1,064 new companies established, about four each day. After the armistice the number decreased. Some fell through while selling shares, others closed up after a few days of business. Some had their directors conducting dishonest business and these men have been arrested. These unfortunate ones were about one-third of the total number.

As the bubble companies will do a great deal of harm to society, the police have been investigating them closely and have summoned the directors to tell all about their business. Many of the swindlers have become very skilful. They organize big corporations with small capital planning to get rich quick. Some of them, with very little capital, would advertise their companies as being capitalised at ¥10,000,000. Special attention will be paid by the police to keep these get-rich-quick enterprises and their promoters under control.

Amusements

Lyceum Theatre

Last Four Nights

CHARLES HOWITT

A. PHILLIPS COMPANY

Monday, 10th: Owing to the enormous demand for seats

Brioux's Great Work
"Damaged Goods"
(For adults only)

Tuesday, 11th: Somerset Maugham's charming comedy

"Caroline"

Title Role: Gertrude F. Godart

Wednesday, 12th: Stanley Houghton's brilliant domestic comedy

"The Younger Generation"

A Special Matinee on Saturday, 8th, at 3 o'clock, of the Popular Irish comedy:

"Peg o' My Heart"

Prices \$3, \$2 and \$1, children under twelve half-price

USUAL PRICES
Booking at Moutrie's

21055

ISIS THEATRE

PROGRAMME

for

Sunday, 9th February

THE FAMOUS SUPER-SERIAL

"THE MYSTERY SHIP"

3rd and 4th Episodes

Also showing 4 Screaming Comedies

Today's Matinee

"MYSTERY SHIP"

AND

Last Two Parts

"WHO IS NUMBER ONE?"

Amusements

OLYMPIC THEATRE

PROGRAMME

for

February 9th and Matinee Today

at 3.15 p.m.

New Paramount Pictograph

Interesting

Charlotte Walker

in

"KINDLING"

In Five Parts

A Paramount Drama

"He Was Not Ill, Only Unhappy"

Comedy

"QUITS"

Comedy

VICTORIA THEATRE

PROGRAMME

for February 9th and 10th

NEW PARAMOUNT PICTOGRAPH

Interesting

VIVIAN MARTIN

in

"GIVING BECKY

A CHANCE"

In Five Parts

A Delightful Comedy-Drama with

A Near-Comic Ending

"BLOWN IN THE CUSTODY"

COMEDY

"AUNTIE'S MONEY BAG"

COMEDY

Piece Goods And Cotton Yarn

Messrs. Hbert and Co., report as follows for week ending January 31:

Piece Goods

We have no business to refer to this week as the natives have been fully occupied with their annual settlements and preparations for the usual festivities, and there is consequently little object in issuing a Market Report except to keep our statistical tables up to date.

The natives interested in the piece goods and cotton yarn trades appear to have had a moderately profitable year's trading and to be satisfied that a difficult period has been successfully passed through even if profits are on a decidedly smaller scale than the previous year. In the interior, however, it is reported that the retail dealers have little to congratulate themselves upon and it is believed that a certain number of the up-country merchants will be unable to carry on after the re-opening, owing to the losses they have suffered as a result of the disorganised and unstable conditions prevailing throughout the greater part of the country during the year. The native banks are also reported to have had a satisfactory year on the whole and it is improbable that the number doing business after the holidays will differ materially from those now operating.

Cotton

Our market for the local staple remains steady with but few sellers, stocks of unsold cotton are fairly heavy as compared with the carry over last China New Year. In the absence of business quotations are nominal and may be quoted approximately as follows: Tunchow Tls. 31.00 to Tls. 32.00, Tai Chong Tls. 30.50, Ordinary Shanghai Tls. 29.50 to Tls. 30.00, Ningpo Cotton at Tls. 27.00, Hankow grades are steady, being quoted at Tls. 33.50 for Shensi No. 1 and Tls. 27.50 to Tls. 33.00 for Hupoh.

The New York market after declining to G. cents 21.56 for March has recovered during the week to G. cents 23.95.

The Liverpool quotations are called by Reuters, Good Middling Texas at 19.75, Egyptian Sakel-laris at 27.30, and M. G. Bengal at 16.29d. per lb.

Local Yarn.—Our market for local spinning is much stronger and in second hands some 3,000 bales have been purchased by Szechuen dealers at improved rates. From first hands the following sales are reported during the week:

10's—500 bales Sun and Moon at Tls. 137.00 to Tls. 138.00, 100 bales Cheln, at Tls. 134.50 to Tls. 135.00.

12's—700 bales Sun and Moon at Tls. 140.00 to Tls. 141.00, 200 bales Teenkwan at Tls. 141.00.

16's—500 bales Wedding at Tls. 157.50 to Tls. 160.00, 600 bales Two Tiger at Tls. 160.00.

20's—500 bales Five Men at Tls. 165.00, and 500 bales Man and Goat at Tls. 164.00.

LONDON RUBBER MARKET

Messrs. Hazo Reiss and Co., inform us that the following is a translation of a telegram received from Messrs. Barker and Co., Ltd., London, dated the 30th ultimo:

Average spot price standard quality Ribbed Smoked Sheet, 1/11 1/2.

Average spot price standard quality First Crepe, 2/0 1/2.

Ex-warehouse (Singapore) 1/9, 1/9 1/2, demand is moderate.

Rubber Outputs

| | Dec. | Jan. |
|-------------------|---------|---------|
| Alma | 35,000 | 35,000 |
| Amherst | 6,945 | 6,165 |
| Anglo-Dutch | 65,500 | 87,000 |
| Anglo-Java | 187,000 | — |
| Ayer Tawuh | 27,000 | 26,643 |
| Batu Alam | 24,060 | 20,473 |
| Bukit Toh Along | 17,595 | 19,572 |
| Bute | 18,085 | 18,203 |
| Chempedak | 10,000 | 12,000 |
| Chemor | 25,112 | 22,168 |
| Cheng | 17,697 | 21,160 |
| Consolidated | 59,897 | 56,873 |
| Donnion | 47,186 | 48,585 |
| Gula Kallumpung | 107,100 | 130,500 |
| Java Consolidated | 77,000 | — |
| Kamunting | 29,100 | 30,230 |
| Kapala | 10,619 | 10,966 |
| Kapayang | 15,700 | — |
| Keran | 10,780 | 11,690 |
| Koca Bahroe | 39,324 | 40,647 |
| Kroewoek | 55,000 | — |
| Langkat | 71,100 | 74,032 |
| Padang | 26,500 | 25,530 |
| Permatia | 7,580 | — |
| Pengkalan | 14,884 | 15,946 |
| Rapah | 21,800 | 16,000 |
| Samagaga | 19,000 | 22,000 |
| Semambu | 15,203 | 11,898 |
| See Koe | 9,853 | — |
| Senawang | 39,093 | 40,214 |
| Shanghai-Malay | 25,723 | — |
| Shanghai-Kelantan | 11,134 | 10,000 |
| Shanghai-Seremban | 12,947 | 13,854 |
| Shanghai-Pahang | 14,636 | 15,851 |
| Shanghai-Sumatra | 19,720 | — |
| Shanghai-Kelang | 14,400 | — |
| Sua Manggar | 22,000 | — |
| Sungala | 13,353 | 13,871 |
| Sungei Duri | 23,134 | 31,362 |
| Talping | 14,115 | — |
| Tanah Merah | 42,800 | 38,000 |
| Tebong | 78,000 | 82,000 |
| Uluoh | 5,349 | 5,832 |
| Zianghe | 74,000 | — |

Japanese Shipping Already Declines

Owners Approach Prospective Foreign Buyers For Either Sale Or Charter

Tokio, January 31.—The scarcity of ship space so keenly felt during the war is now a thing of the past, owing to a setback in trade, so much so that there has been no sale or chartering of steamers since the beginning of 1919. Ship space brokers who did big business during the war have given up their trade lately and are reverting to other business. The March-April season is expected to revive the shipping world as it is usual to see a large increase of merchandise for transportation on the advent of the spring season. Some shipowners have already approached prospective foreign buyers, especially those of French and Dutch nationalities, with the object of either selling or chartering their boats. The Department of Communications has already decided upon the policy of making the Shipping Control Ordinance less rigorous to meet the new situation.

THE U. S. ARMY LAUNDRY

The American army laundryman travels around in small units of ten or so, generally attaching himself and his mates to plants where clothes are being overhauled. At one place where his apparatus did not arrive in time and there was a lot of work to be turned out he bared his husky elbows and got right down on the stones by the side of the river Saone with the old ladies of the village of Bourg and scrubbed with a right good will.

One of the laundryman's pet

peevish is the job of cleaning up old wrap puttees, which come into him in all sorts of shapes, torn, dishevelled and generally disreputable. After he has guaranteed them one clean surface to be worn outside, he ships them to a French contractor, who has the necessary machinery for piecing the torn ones together. That process completed, the puttees are wound up again, done into the inevitable bundles of ten, and shot out in the field units that may have need of them.

Sailed from Shanghai

| | Jan. |
|-------------------|---------|
| For San Francisco | |
| Tasclusa | Jan. 1 |
| Nanking | Jan. 1 |
| Venezuela | Jan. 1 |
| Sequoyia | Jan. 2 |
| Ecuador | Feb. 3 |
| Siberia Maru | Feb. 3 |
| For Seattle | |
| Kashima Maru | Jan. 1 |
| Katori Maru | Feb. 1 |
| For Tacoma | |
| Arabia Maru | Jan. 1 |
| Javary | Jan. 1 |
| Justin | Jan. 23 |
| For Vancouver | |
| Boasie Dollar | Jan. 13 |
| Empress of Japan | Jan. 18 |
| Melville Dollar | Feb. 7 |
| For London, etc. | |
| Shikha | Jan. 8 |
| Pembrokehire | Jan. 29 |
| Kalomo | Jan. 31 |
| Denary | Feb. 3 |
| Borneo Maru | Feb. 3 |
| For Liverpool | |
| Polyphemus | Jan. 4 |
| Tamba Maru | Jan. 20 |
| For Marseilles: | |
| Katia | Jan. 14 |
| Sphinx | Jan. 25 |
| Porikos | Feb. 1 |
| For Naples, etc. | |
| Roma | Feb. 2 |
| For Odessa | |
| Shikha | Jan. 13 |
| For Europe | |
| Seifuku Maru | Jan. 2 |
| Tofuku Maru | Jan. 21 |
| Tajima Maru | Feb. 7 |
| For Bombay | |
| Dilwara | Jan. 7 |

Launch Services

TOMORROW

The tender conveying passengers on board the S.M.R. s.s. Sakaki Maru will leave the Customs Jetty at 9 p.m. The tender Victoria conveying passengers and mails on board the C.M. s.s. China will leave the Customs Jetty at 3 p.m.

Friday, February 14, 1919.

The tender conveying passengers and mails on board the R.V.F. s.s. Penza will leave the Customs Jetty at 3 p.m. The tender conveying passengers on board the S.M.R. s.s. Kobe Maru will leave the Customs Jetty at 9.30 a.m.

Sicawei Weather Report

Remarks on the 7.—Gloomy, misty, rainy, cooler in our regions. Northerly winds along the whole coast. The barometers have again risen in China. The continental depressions move away towards Japan. Morning of the 8.—Slight snowfall during the night and cold rain with melt snow in the morning. Barometer rising. Northerly breezes. Cloudy but slowly improving weather after 8 a.m.

Saturday, February 8, 1919.

| WEATHER | 4 A.M. | 9 A.M. |
|-----------------------|--------|--------|
| Bar. at 23° F. inches | 30.46 | 30.51 |
| Variation for 24 hrs. | +0.13 | +0.13 |
| Variation for 12 hrs. | +0.10 | +0.10 |
| Wind—Direction | N | N |
| Wind—Miles per hour | 9.9 | 9.9 |
| Temperature (Fahr.) | 33° 3' | 37° 9' |
| Humidity % | 94 | 80 |
| Nebulosity 0-10 | 10 | 9 |
| Rainfall inches | 0.16 | — |

Business and Official Notices

OIL MACHINES

FOR SALE, oil pressing-machines, manufactured by Greenwood & Bolty Company, England, consisting of: 3 separators, 5 rollers, 2 rotary pumps, 6 high and low-pressure accumulators, 6 drying kettles, 12 cylindrical hydraulic-presses, elevators and accessories. For particulars, apply to

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GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

| Date | Time | Destination | Ship's Name | Flag Agents |
|---------|------|---------------------|-------------------|------------------|
| Feb. 12 | — | Vancouver | Stanley Dollar | Br. R. D. & Co. |
| Feb. 14 | — | Vancouver | Harold Dollar | Br. R. D. & Co. |
| Feb. 15 | — | San Francisco | China | Am. C.M.S.N. Co. |
| Feb. 15 | — | Vancouver | Metville Dollar | Br. R. D. & Co. |
| Feb. 15 | — | San Francisco | Tenyo Maru | Jap. T. K. K. |
| Feb. 16 | — | Seattle, etc. | Suwa Maru | Jap. N. Y. K. |
| Feb. 22 | — | Vancouver | Empress of Russia | Br. C.P.R. |
| Mar. 1 | — | New York via Panama | Bloemfontein | Br. J. M. & Co. |
| Mar. 2 | — | San Francisco | Colombia | Am. C.M.S.N. Co. |
| Mar. 2 | — | Tacoma, etc. | Africa Maru | Jap. O. S. K. |
| Mar. 3 | — | San Francisco | Shinyo Maru | Jap. T. K. K. |
| Mar. 31 | — | Seattle, etc. | Pushimi Maru | Jap. N. Y. K. |

FOR JAPAN PORTS

| | | | | |
|---------|---|-----------------------|----------------|------------------|
| Feb. 12 | — | Moji, Kobe & Osaka | Takeshima Maru | Jap. N. Y. K. |
| Feb. 14 | — | Nagasaki | Penza | Rus. R.V.F. |
| Feb. 14 | — | Nagasaki, Kobe & Yama | Yamashiro Maru | Jap. N.Y.K. |
| Feb. 15 | — | Moji, Kobe & Yama | Novara | Br. P.O.S.N. Co. |
| Feb. 15 | — | Moji, Kobe & Osaka | Yawata Maru | Jap. N. Y. K. |
| Feb. 18 | — | Nagasaki, Kobe & Yama | Chikugo Maru | Jap. N. Y. K. |
| Feb. 19 | — | Moji, Kobe & Osaka | Om Maru | Jap. N. Y. K. |
| Feb. 23 | — | Kobe | Iyo Maru | Jap. N. Y. K. |
| Feb. 25 | — | Nagasaki, Kobe & Yama | Kasuga Maru | Jap. N. Y. K. |

FOR EUROPE INDIA, STRAITS, ETC.

| | | | | |
|---------|---|--------------|--------------|------------------|
| Feb. 10 | — | Marseilles | Goyo Maru | Jap. N. Y. K. |
| Feb. 10 | — | Bombay | Dunera | Br. P.O.S.N. Co. |
| Feb. 15 | — | London | Telradia | Br. B. & S. |
| Feb. 15 | — | Liverpool | Agamemnon | Br. B. & S. |
| Feb. 16 | — | London, etc. | Mishima Maru | Jap. N.Y.K. |
| Feb. 17 | — | London | Nore | Br. P.O.S.N. Co. |
| Feb. 17 | — | Liverpool | Sado Maru | Jap. N. Y. K. |
| Feb. 22 | — | London, etc. | Celebes Maru | Jap. O. S. K. |
| Feb. 26 | — | Liverpool | Hector | Br. B. & S. |
| Feb. 26 | — | Marseilles | Luzon Maru | Jap. O. S. K. |
| Feb. 26 | — | London | Glennav | Br. Glen Line |
| Mar. 3 | — | London, etc. | Novara | Br. P.O.S.N. Co. |
| Mar. 3 | — | London, etc. | Gleniffer | Br. Glen Line |
| Mar. 3 | — | London, etc. | Hysor | Br. B. & S. |
| Mar. 17 | — | London | Pyrrhus | Br. B. & S. |
| Mar. 17 | — | London, etc. | Alps Maru | Jap. O. S. K. |
| Mar. 17 | — | Marseilles | Andre Lebon | Fr. M.M. |

FOR SOUTHERN PORTS

| | | | | |
|---------|---|---------------------------|---------------|-------------------|
| Feb. 9 | — | Hongkong and Manila | Colombia | Am. P.M.S.N. Co. |
| Feb. 9 | — | Amoy & Swatow | Hsinlung | Chl. C.M.S.N. Co. |
| Feb. 9 | — | D.L. S'ow, H'kong & C'ton | Shengking | Br. B. & S. |
| Feb. 10 | — | 4.30 Ningpo | Hsin Ningshao | Chl. N.S.S. Co. |
| Feb. 10 | — | 4.30 Ningpo | Hsin Peking | Br. B. & S. |
| Feb. 11 | — | Hongkong & Canton | Hsinlung | Chl. C.M.S.N. Co. |
| Feb. 11 | — | 4.30 Ningpo | Kiangteen | Chl. C.M.S.N. Co. |
| Feb. 11 | — | 8.00 Hongkong & Canton | Tan | Br. B. & S. |
| Feb. 11 | — | D.L. Swatow & Hongkong | Kaifong | Br. B. & S. |
| Feb. 13 | — | D.L. Amoy, H'kong & C'ton | Sunning | Br. B. & S. |
| Feb. 16 | — | D.L. Swatow & Hongkong | Yingchow | Chl. B. & S. |
| Feb. 18 | — | D.L. Hongkong & Canton | Sinkiang | Br. B. & S. |

FOR NORTHERN PORTS

| | | | | |
|---------|---|-----------------------------|---------------|-------------------|
| Feb. 9 | — | Tsingtao | Yekishin Maru | Jap. S. M. R. |
| Feb. 9 | — | Chefoo | Hsinlung | Chl. C.M.S.N. Co. |
| Feb. 9 | — | Tsingtao & Dairen | Kohoku Maru | Jap. O. S. K. |
| Feb. 11 | — | 11.00 W'wei, Chefoo & T'iao | Shuntien | Br. B. & S. |
| Feb. 11 | — | 7.30 Dairen | Sakaki Maru | Jap. S. M. R. |
| Feb. 12 | — | Chinwangtao | Hero | Br. K.M.A. |
| Feb. 14 | — | 3.00 Vladivostok | Penza | Rus. R.V.F. |
| Feb. 14 | — | 3.30 Tsingtao & Dairen | Kobe Maru | Jap. S.M.R. |

FOR RIVER PORTS

| | | | | |
|---------|---|-------------------|----------------|-------------------|
| Feb. 9 | — | M.N. Hankow, etc. | Kiangyung | Chl. C.M.S.N. Co. |
| Feb. 10 | — | M.N. Hankow, etc. | Shangyang Maru | Jap. N.Y.K. |
| Feb. 10 | — | M.N. Hankow, etc. | Kutwo | Br. J. M. & Co. |
| Feb. 10 | — | M.N. Hankow, etc. | Kiangwah | Chl. C.M.S.N. Co. |
| Feb. 11 | — | M.N. Hankow, etc. | Tuokwa | Br. J. M. & Co. |
| Feb. 11 | — | M.N. Hankow, etc. | Ngankin | Br. B. & S. |
| Feb. 11 | — | M.N. Hankow, etc. | Shuntien Maru | Jap. N.Y.K. |
| Feb. 12 | — | M.N. Hankow, etc. | Wuchang | Br. B. & S. |
| Feb. 13 | — | M.N. Hankow, etc. | Tatung | Br. B. & S. |
| Feb. 13 | — | M.N. Hankow, etc. | Tafoo Maru | Jap. N.Y.K. |
| Feb. 13 | — | M.N. Hankow, etc. | Hwalee | Chl. J. M. & Co. |
| Feb. 14 | — | M.N. Hankow, etc. | Loongwo | Br. J. M. & Co. |
| Feb. 14 | — | M.N. Hankow, etc. | Luenyi | Br. B. & S. |
| Feb. 15 | — | M.N. Hankow, etc. | Woosung | Br. B. & S. |
| Feb. 15 | — | M.N. Hankow, etc. | Poyang | Br. B. & S. |
| Feb. 15 | — | M.N. Hankow, etc. | Chungking | Br. B. & S. |

*A.M. N.M.—MIDNIGHT. D.L.—DAYLIGHT.

Vessels Loading

For River Ports

HANKOW & PORTS.—The Str. Kiangyung, Captain Wm. McIlwain, will leave on Sunday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Str. Kiangwah, Captain J. McArthur, will leave on Monday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Co. S. Str. Siangyang Maru, Captain J. A. Scott, will be despatched from N.Y.K. Mail Wharf on Monday, February 10, at about 12 o'clock midnight. For Freight and Passage apply to THE NISSHIN KISEN KAISHA, No. 5 The Bund.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. Kutwo, tons 2,684, Captain Gibb, will leave on Monday, February 10, at about 12 o'clock midnight. For Freight or Passage apply to JARDINE, MATHESON & Co., Ltd., General Managers, Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Co. S. Str. Tachang Maru, Captain Tanguichi, will be despatched from N.Y.K. Pootung Wharf on Tuesday, February 11, at about 12 o'clock midnight. For Freight and Passage apply to THE NISSHIN KISEN KAISHA, No. 5 The Bund.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. Tuckwo, tons 3,770, Capt. Campbell, will leave on Tuesday, February 11, at about 12 o'clock midnight. For Freight or Passage apply to JARDINE, MATHESON & Co., Ltd., General Managers, Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Ngankin, Captain H. A. Wavell, will leave from the French Bund on Tuesday, February 11, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77. Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Wuchang, Captain Pickard, will leave on Wednesday, February 12, at about 12 o'clock midnight. For Freight apply to BUTTERFIELD & SWIRE, Agents. Tel. No. 77.

For Southern Ports

AMOI & SWATOW.—The Str. Hsinlung, Captain W. S. Ross, will leave on Sunday morning. For Freight or Passage apply to C.M.S.N. Co.

SWATOW, HONGKONG & CANTON.—The China Navigation Co.'s Steamer Shengking, Captain K. E. Tabben, will leave from the French Bund on Sunday, February 9, at daylight. For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77. Passage Tel. No. 401.

TAKAO (FORMOSA) via POOCHOW & KEELUNG.—The Steamer Suma Maru, Captain N. Iwamatsu, will be despatched from the Co.'s Yangtzeppoo Wharf on Monday, Feb. 10. The steam-launch conveying passengers on board will leave the jetty in front of the N.Y.K. For Freight and Passage, please apply to THE OSAKA SHOSHEN KAISHA, No. 4, The Bund. Tel. No. Central 4234 & 4235.

HONGKONG & CANTON.—The Str. Hsinlung, Captain J. Halket, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer Tien, Captain A. J. Scott, will leave from the French Bund direct for the above ports on Tuesday, February 11, at 8 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Freight Tel. No. 77. Passage Tel. No. 401.

AMOI, HONGKONG & CANTON.—The China Navigation Co.'s Str. Sunning, Capt. W. L. Jones will leave from the French Bund direct for the above ports on Thursday, February 13, at daylight. For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents. Freight Tel. No. 77. Passage Tel. No. 401.

SWATOW & HONGKONG.—The China Navigation Co.'s Steamer Yingchow, Captain E. B. Simons, will leave from the French Bund on Sunday, February 16, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77. Passage Tel. No. 401.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer Shikiang, Captain G. W. Eedy, will leave from the French Bund direct for the above ports on Tuesday, February 18, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Freight Tel. No. 77. Passage Tel. No. 401.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer Shikiang, Captain G. W. Eedy, will leave from the French Bund direct for the above ports on Tuesday, February 18, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Freight Tel. No. 77. Passage Tel. No. 401.

For Northern Ports

CHEFOO.—The Str. Hsinlung, Captain H. Mackenzie, will leave on Sunday morning. For Freight or Passage apply to C.M.S.N. Co.

DAIREN via TSINGTAO.—The Steamer Kohoku Maru, Captain M. Tsubaki, will be despatched from the Co.'s Yangtzeppoo Wharf on Sunday, February 9, at daylight. The steam-launch conveying passengers on board will leave the jetty in front of the N.Y.K. For Freight and Passage, please apply to THE OSAKA SHOSHEN KAISHA, No. 4, The Bund. Tel. No. Central 4234 & 4235.

WEIHAIWEI, CHEFOO & TSINGTAO.—The China Navigation Co.'s Steamer Shuntien, Captain Northcombe, will leave from the French Bund on Tuesday, February 11, at 10 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77. Passage Tel. No. 401.

CHINWANGTAO direct. taking through cargo for TIENSIN.—The Kailan Mining Administration S. S. Hero, will despatch on Wednesday, February 12. For Freight apply to Agent, 1 Jinkee Road, Tel. Central 1115.

For Foreign Ports

LONDON.—The Steamer Celebes Maru, Captain T. Nemoto, will be despatched from the Co.'s No. 9 Buoy Wharf on Saturday, Feb. 22, at 10 a.m. For Freight please apply to THE OSAKA SHOSHEN KAISHA, No. 4, The Bund. Tel. No. 4234 & 4235.

MARSEILLES.—The Str. Luzon Maru, Captain D. Iamigumi, will be despatched from the Co.'s No. 9 Buoy Wharf on end of Feb. at 10 a.m. For Freight please apply to THE OSAKA SHOSHEN KAISHA, No. 4, The Bund. Tel. No. 4234 & 4235.

TAKOMA and SEATTLE CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer Africa Maru, Captain H. Yamamoto, will be despatched on Sunday, March 2, through Bills of Lading are granted to ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment to U.S.A. The steam-launch conveying passengers on board will leave the Custom's Jetty at 10 a.m. on the same day. For Freight or Passage, please apply to THE OSAKA SHOSHEN KAISHA, No. 4, The Bund. Tel. No. 4234 & 4235.

LONDON.—The Str. Andes Maru, Captain S. Salto, will be despatched from the Co.'s No. 9 Buoy Wharf on April. For Freight please apply to THE OSAKA SHOSHEN KAISHA, No. 4, The Bund. Tel. No. Central 4234 & 4235.

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For WEIHAIWEI, CHEFOO and TIENSIN (and Peking via TIENSIN).—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund. Regular sailings every Tuesday and Saturday and every alternate Thursday.

For AMOI, SWATOW, HONGKONG and CANTON.—S.S. Sunning, Sunning, Shikiang, Yingchow, Singan and Kaifong.—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with service to Philippines and Australian ports will be advised upon application.

Regular sailings every Tuesday, Thursday and Sunday mornings. For NINGPO.—S.S. Hsin Peking.—Sailing from the French Bund. Regular sailings every Monday, Wednesday and Friday at 4.30 p.m.

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For further particulars regarding Sailings, Passage Rates, etc., see "THE TAIKOO SHIPPING GAZETTE" obtainable from the undersigned, or from The International Sleeping Car and Express Trains Co. (Astor House), or from Messrs. Thomas Cook and Son, Russo-Asiatic Bank Buildings, 15 The Bund.

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|---|-----------------------------|
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| S.S. Venezuela April — | S.S. Ecuador April 5 |

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|--|---|
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| S.S. Santa Cruz May — | S.S. Colusa May 1 |

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*CELEBES MARU (12,000 tons) Capt. J. Nemoto, Feb. 20 Feb. 22
*ALPS MARU (15,000 tons) Capt. T. Yamaguchi, Mar. —
*ANDES MARU (15,000 tons) Capt. K. Salto, April

FOR MARSEILLES (via Hongkong and Singapore). Beginning of March

*LUZON MARU (8,000 tons) Capt. D. Iamigumi, Mar. 1 Mar. 2

FOR NORTH AMERICA (Tacoma, Seattle and Vancouver via Nagasaki, Kobe, and Yokohama). arr. leave

AFRICA MARU (18,000 tons) Capt. H. Yamamoto, Mar. 1 Mar. 2

FOR HONGKONG

MEXICO MARU (12,000 tons) Capt. K. Komiga, Mar. 4 Mar. 5

FOR NORTH CHINA PORTS (Tsingtao and Dairen).

KOHOKU MARU (5,000 tons) Capt. M. Tsubaki, Feb. 7 Feb. 9

FOR SOUTH CHINA PORTS and FORMOSA (Fuchow, Keelung and Takao).

SUMA MARU (3,300 tons) Capt. N. Iwamatsu, Feb. 8 Feb. 10

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|---|---------------------------------|
| Empress of Asia Mar. 29 | Empress of Asia Mar. 15 |
| Monteagle Apr. 9 | Empress of Russia Apr. 12 |
| Empress of Russia Apr. 26 | Empress of Asia May 10 |
| Empress of Asia May 24 | Monteagle May 31 |
| Monteagle June 14 | Empress of Russia June 7 |
| Empress of Russia June 21 | |

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L. E. N. RYAN, Agent,
Corner Peking and Yuen Ming Yuen Roads,
Tel. Central 181.

T. K. K.

SHANGHAI BRANCH OFFICE

TOYO KISEN KAISHA

(ORIENTAL STEAMSHIP COMPANY.)

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| SHINTO MARU For San Francisco | March 5 |

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Business and Official Notices

CUSTOMS NOTIFICATION

No. 907.
The Customs House will be closed and the shipment and delivery of cargo suspended on Wednesday, the 12th February, the day fixed by the Government as a Commemoration Day.

R. H. R. WADE,
Commissioner of Customs.
CUSTOM HOUSE,
Shanghai, 8th February, 1919.
21110

CHINESE POST OFFICE

Notification No. 389

Postal Holiday.

The Chinese Post Office will be open for Sundays on 12th February—Commemoration Day. The Parcel and Money Order Departments will be closed during the entire day.

W. W. RITCHIE,
Postal Commissioner.
Chinese Post Office,
Shanghai, 8 February, 1919.
21114

IN THE UNITED STATES COURT FOR CHINA

In re Estate of
MARY ANNA BETHES,
Deceased.
Cause No. 730
Estate No. 276
NOTICE TO CREDITORS

NOTICE is hereby given to all parties interested that the undersigned has been appointed Administrator of the above named decedent's estate; that all persons having claims against the said estate are required to present the same for payment, with vouchers, to the undersigned on or before August 9, 1919, and all persons owing the said decedent are required to make payment to the undersigned.

WILLIAM A. CHAPMAN,
Administrator,
11 Whangpoo Road,
Shanghai, China.
February 9, 1919.
21102

Russian Lady Dentist

Miss. A. Gauhman

20 Nanking Road,
Time 9-12 : 2-6
Tel. 1916.
17287

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In 2 lbs. (nom.) tins.

The Australian Produce Co.
GEDDES & CO., LTD.
Agents.

Tel. 346. 5 Peking Road.

Business and Official Notices are Continued on Page 17

NOTICE

THE undersigned, in pursuance of the respective provisions of Articles IX and VIA of the Land Regulations for the Foreign Settlement of Shanghai, hereby give notice that Thursday and Friday, February 20 and 21, are fixed upon for the election of Councillors and for the election, by registered owners of land in the Settlement, of a Land Commissioner, for the Municipal year 1919.

Nomination papers should be returned to the Council Room not later than 4 p.m. on Thursday, February 13, 1919.

Shanghai, February 1, 1919.
D. SIFFERT,
Consul-General for Belgium.
T. RAASCHOU,
Consul-General for Denmark.
A. ARIYOSHI,
Consul-General for Japan.
E. D. H. FRASER,
Consul-General for Great Britain.
V. GROSSE,
Consul-General for Russia.
J. E. HULTMAN,
Consul-General for Sweden.
THOMAS SAMMONS,
Consul-General for the United States.
J. H. DE REUS,
Consul-General for the Netherlands.
G. DE ROSSI,
Consul-General for Italy.
JORGE R. DE OLIVEIRA,
Consul-General for Portugal and in charge of Cuban Consulate-General.
H. A. WILDEN,
Acting Consul-General for France.
T. KNUDTZON,
Acting Consul-General for Norway.
HUGO REISS,
Consul for Brazil.
JULIO PALENCIA,
Consul for Spain.
21082

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3372 Nanking Road
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Special consideration to men in uniform
DR. JAMES YUKING, Supt.

V. K. SHEN & SON
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MASSAGE ESTABLISHMENT
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72% TUNGSTEN
had arrived here
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Mr. Y. P. TSENG,
No. 28, SINZA TERRACE, SINZA ROAD.
21115

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are required at once in this immediate territory to hand our Rubber Goods. Over sixty years' experience, we can ship substantial quantities of Rubber Goods. Customers brands made to order. ALL GOODS OF HIGHEST GUARANTEED QUALITY.
THE MIDLAND RUBBER CO., LTD.
Ryland St., Birmingham, England
Contractors to British Admiralty, War Office, Principal Railway Cos. etc., etc.

"Constitutions Require Alcohol"

An independent authority of high standing, who was interviewed by a "Globe" representative, apropos of alcohol and influenza, said:—"It is a fact that spirits 30 under proof are almost useless for medicinal purposes, and there is evidence to prove that if whisky had been available much of the recent and present illness might have been obviated, or, at least, alleviated, as older members of the community would have been able to reinforce the constitution by using spirits medicinally, so as to raise their vitality during the present epidemic. There are undoubtedly people whose constitutions require a certain amount of alcohol just as others require a certain amount of sugar; and it is regrettable that owing to the severe restrictions they have been unable to satisfy their requirements."

ELEPHANT HEAD SCOTCH

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Sole Agents.

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Wholesale Hardware Merchants
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Ball-Bearing Skates, Basket Balls, Stove Polish, Door Springs and Vacuum Bottles.
17997

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Prickly Heat, Eczema, and all Skin Troubles.
LOMBIO gives immediate relief from the intolerable itching, irritation and pain, stops bleeding, draws out the heat from the inflamed tissue and effects a permanent cure.
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24 Foochow Road, Shanghai
Sole Proprietors:
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15, New St. Bishopsgate, London, E.C.

SHIRTINGS

A good selection of patterns of Men's Shirtings is always on hand at
"V" Modes
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Thos. and Wm. Smith's
FLEXIBLE STEEL WIRE ROPE
From 2 3/4" to 4" Circumference
Newly arrived from Newcastle-on-Tyne
W. Z. ZEE & SONS, BROADWAY

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Works with a clay (putty-like) composition which keeps good in all climates. The pad is cleaned as easily as erasing writing from a slate. Contains no glue or gelatine.

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The Shanghai Horse Bazaar & Motor Co., Ltd.

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Telephone Central 3829

OFFICES, ETC., TO LET
TO LET, two bright rooms, suitable for offices. Apply to Box 107, THE CHINA PRESS.
21095 F-11

HOUSES TO LET
TO LET, a comfortably furnished apartment, consisting of four rooms with bath, kitchen and servants' quarters, located one block from Bund. Short lease, with option of renewal. Rent, including water and taxes, Tls. 110. Apply to Box 101, THE CHINA PRESS.
21085 F-9

TO LET, 101 Avenue Road; detached foreign residence, nine rooms, garden, etc. Tls. 150 per month. Apply to China Realty Co., Ltd., 27 Nanking Road.
21043

Amusement Advertising will be found on Page 17

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

APARTMENTS

WINDSOR HOUSE, 14-15 Quinsan Gardens. Comfortable rooms front and back, (with bathrooms and verandah), to let. Good table. Telephone North 432.

CONNAUGHT HOUSE, 8 Quinsan Gardens. Now vacant large and small rooms with board. Terms reasonable. Apply Mrs. G. Fellock.

TO LET, with board, large comfortable newly-furnished room, with modern bathroom attached, suitable for married couple or two bachelor friends. Hot and cold water, telephone, tennis, stabling and garage. Apply to Box 460, THE CHINA PRESS.

WESTERN DISTRICT, near tram. To let, with board, in cheerful home, a large well-furnished room with all conveniences, facing south, suitable for married couple or two bachelor friends, also a single room, free from date. Telephone, stabling. Apply to Box 112, THE CHINA PRESS.
21111 F-9

WANTED, two young Americans for high class mess. Superior accommodations. Tennis court, garage, sleeping porch, large rooms. Apply to Box 108, THE CHINA PRESS.

TO LET, unfurnished, newly decorated flat of two large bright rooms, verandah, bathroom, kitchen and servants' quarters, including one large attic room with bath, Tls. 40. Wayside district, next to tram. Apply to Box 104, THE CHINA PRESS.
21090 F-12

TO LET, for 12 months, from March 1919, a completely furnished flat in the best position of the Central district, comprising drawing room, dining room, bedroom, bathroom, boxroom, kitchen and servants' quarters. Rent Mex. \$175 per month, including taxes and water rate. Apply to Box 64, THE CHINA PRESS.
21087

SITUATIONS WANTED

FOREIGNER with good knowledge of bookkeeping, accounts and typewriting, seeks position in mercantile firm, preferably in trade with Russia. Has had eight years commercial and banking experience throughout China, Japan and Siberia, and good Anglo-Russian correspondent. Undeniable credentials. No objection to outport. Apply to Box 106, THE CHINA PRESS.
21094 F-12

SITUATION WANTED by an experienced Chinese typist. No objection to outports. Apply to No. P-D 1681 Haining Road.
21101 F-11

AMERICAN stenographer (female) wishes position with reliable firm. Apply to Box 109, THE CHINA PRESS.
21100 F-11

AS Godown Keeper o.s.p. for a Russian, 20 years; has been on active service. Used to work in a business, willing, reliable and honest. Speaks a little English. Well recommended. Please apply to Box 110, THE CHINA PRESS.
21103 F-11

FOREIGNER with good knowledge of bookkeeping, accounts and typewriting, seeks position in mercantile firm. Preferably in trade with Russia. Has had eight years' commercial and banking experience throughout China, Japan and Siberia, and good Anglo-Russian correspondent. Undeniable credentials. No objection to outport. Apply to Box 106, THE CHINA PRESS.
21094 F-12

POSITION WANTED by a Chinese who has six years' experience in bookkeeping. Wishes to join foreign bank or firm at moderate salary. Good reference. Apply to Box 97, THE CHINA PRESS.
21078 F-9

HOUSES TO LET

TO LET, FURNISHED, from June 1st (or earlier), for about six months, five-roomed house with tennis lawn and all modern conveniences, situated in Rue Ratard. Apply to Box 99, THE CHINA PRESS.
21082 F-9

TO LET, 44 Sinza Road (at Seymour Road). Excellent residence for small family, four large rooms, several small ones. Now vacant. Open for inspection; will renovate. Apply on premises.
21069

TO LET: No. 11 Tieng Road, at Yu Yuen Road, very modern six roomed residence with attics, tennis court, garage, stabling. Rent Tls. 100. Apply on premises.
21043

Exchange and Mart

FOR SALE, a Rosencranz piano for \$350; in good condition. Apply to Box 94, THE CHINA PRESS.
21067 F-12

WANTED to buy, a second-hand piano, no matter how old. Apply to Box 100, THE CHINA PRESS.
21084 F-9

FOR SALE, one new Corona typewriter. Apply to Box 102, THE CHINA PRESS.
21087 F-11

FOR SALE, one new typewriter, Remington 10 (rebuilt), for \$110. Apply to Box 103, THE CHINA PRESS.
21087 F-11

FOR SALE, genuine sealskin coat, latest style, designed in Fifth Avenue. Worth Tals 1,000; will sell Tals 400. Owner going home. Apply to Box 98, THE CHINA PRESS.
21082 F-9

FOR SALE: English bulldog, brindle; splendid pedigree; registered New York Kennel Club. Owner leaving. Price reasonable. Apply Box No. 84, THE CHINA PRESS.
21081 F-11

SAFETY Razor Blades Sharpened. Old blades made as good as new, 50 cents a dozen, single blades; 70 cents, double. Y.M.C.A. Barber Shop, 120 Szechuen Road.
21046

MEN WANTED But

Men who can do something and do it well.
The whole world over. Trained Men are in demand. There are not enough jobs to go around for the untrained. Lift yourself above the common, job-seeking class. Secure special training in your spare time. Learn to do one thing better than the average man and the world will demand your services.

With the skillful assistance of the I.C.S. you can, in your own home, in your spare time, receive the kind of training that insures definite, progressive advancement in salary and position.
In the list below make a mark (X) before the training you want.

THE INTERNATIONAL CORRESPONDENCE SCHOOLS

offer
282 Courses of Thorough Practical Salary-Raising Training

Ask us to send you our new illustrated catalog No. 18. Or, tear out this notice and write your name and address on the margin. Also let us know the training that interests you. You will promptly receive catalog and full information.

Office No. 15
China Agency I.C.S.
111 NANKING ROAD, SHANGHAI.
Write address HERE

Shocking Discoveries in Famous Private Art Galleries

The "Old Master" Whose Basket of Fruit Turned Into a Head of John the Baptist; the "Priceless Treasure" That Changed a Duchess Into a Saint's Martyrdom; the Masterpiece That Vanished Under the Restorer's Hand and Left Behind the Work of an Unknown Genius

VERY astonishing and, to their owners and the art world at large, shocking discoveries have been made recently among the paintings of some very famous American art galleries, particularly in Philadelphia.

These revelations have come about through efforts to restore certain "old masters," which had become so old that either the paints were cracking or had become so faded and discolored as to render the composition almost indistinguishable.

In the course of this restoration process were revealed not only ingenious tricks of modern and semi-modern art swindlers, but of the old masters themselves, who seem to have had the habit of picking up any piece of canvas handy, covering what over picture was on it with a background, and then painting their masterpieces upon it.

Three striking instances are shown on this page, and they are but three of many. In one case a painting, which was unquestionably a genuine Carlo Dolci, worth close to one hundred thousand dollars, vanished completely under the cleaning process, leaving in its place a worthless daub. In another a "masterpiece" long declared

genuine showed itself to be spurious, and vanished, leaving behind it the fragment of an actual "old master," and in the third a classic mystery of art was solved, and a really great painting came into its own while its owner, though the metamorphosis, had his artistic asset doubled in value.

The discoveries are the result of a housecleaning at Independence Hall, Philadelphia, inaugurated some years ago with the purpose of eliminating all "fakes," mis-attributions and portraits of no real historic value from the collections in its National Gallery.

Professor Pasquale Farina, a restorer of paintings and expert on old masters, who

is internationally famous, was entrusted with the work.

Professor Farina's results with the genuine paintings were brilliant. But he was inexorable in sifting out the spurious, of



How the Restorer Reveals an "Art Fake"
Here at the Left is the Spurious Portrait of

Duchess Visconti, Supposed to Have Been Painted by Bronzino 300 Years Ago and Worth \$30,000. Next Below is Shown the Duchess Disappearing and Another Painting Emerging from Beneath Her. And Last the Remarkable Genuine Unknown Masterpiece Which Was Covered by the Supposedly Genuine Portrait of the Duchess



The Spurious Painting of the Duchess as It Was Before the Restorer Began His Work.



Note How First Picture Betrays No Trace That It Has Been Painted on Top of the Old Picture.



The Left Hand Photograph Shows the Genuine Il Pontormo "Madonna" Which, Now Lost Forever, Has Left in Its Place the Ancient and Anonymous Picture on Which It Was Painted. Beside It Is the "Madonna" Half Removed.

On This Side Is Shown the Dulci Painting Before and After Restoration. The Basket of Flowers and Roses, Placed by a Later Artist to Please Some Owner, Revealed When Removed the Head of St. John—and Solved a Famous Mystery.



that he must have painted over the work of the original master. This is absolutely denied by Professor Farina and other experts, but, nevertheless, the argument was used as a basis for impossible terms laid down by the jury for continuance, and rather than accept these terms the artist refused to proceed. The result has been to keep the famous National Gallery of Independence Hall closed for nearly three years.

But, besides the National Gallery and the Wiltach collections of paintings at Memorial Hall, which had also been examined by Professor Farina, Philadelphia has many other notable accretions. The fathers of many of Philadelphia's present millionaires, who made their money in traction enterprises, in coal and iron mines and on the stock exchange, celebrated their entrance into wealth by spending hundreds of thousands of dollars upon art. Joseph Widener, the son of old P. A. B. Widener, who was one of the most indefatigable of these purchasers, declared recently that one art swindler had "put over" five million dollars worth of spurious paintings on American collections within the last six years. With this fact in mind and knowing of Professor Farina's discoveries, sons and heirs began to get nervous about the actual value of those collections which had come down to them from their fathers. In consequence, the expert has been engaged recently in examining a number of the private galleries.

As has been said, the three cases illustrated on this page have been picked out from a number because, while they do not embody a complete presentation of the discoveries, they do provide a very illuminative partial lesson.

The case where a picture gained double value is illustrated by the photographs in the center of this page. This hangs in the galleries of the Wiltach collection at Memorial Hall. It was unquestionably the work of the old master named Carlo Dolci. It was listed under the title of "Youth and Love."

Experts and connoisseurs of art recognized its authenticity, but in no catalogue of Dolci's work, nor anywhere could be found the description of such a picture as this or one with any such title. There was one called "Salome with the Head of

John the Baptist," all trace of which had been mysteriously lost.

Now, there is nothing in this painting of nice-looking young ladies holding a garlanded basket of fruit, and a plump Cupid beside them, to suggest the grisly story of the martyred saint. But look at the companion picture! Yes, that was the actual lost painting of Dolci, and one of the greatest mysteries of art ceased to be a mystery.

What had happened apparently was this: Some sensitive soul who had possessed the painting had objected to the contents of the platter. Another artist had camouflaged its unpleasantness and turned a tragedy into a luncheon.

Of this Professor Farina says: "A deeper study of the subject, a closer examination of the general physical condition of the painting, followed by an analysis of some of the pigments; a deeper study of the probable meaning it was intended to convey, enabled me to discover that there was no relation between the different parts of the composition, and that the unity of the conception had been obliterated by the introduction of the fruits and flowers in a composition in which there was no place for them."

"The elimination of the modern colors proceeded gradually, the result being that in the place of fruit I found portrayed the head of John the Baptist in a wonderfully good state of preservation."

"Not a single scratch on it, not the slightest indication of the color fading, the tint cracking or peeling. Superbly drawn, delicately painted, highly finished, psychologically expressing the calmness of a martyr who died with a good conscience and was in life a devoted, faithful Christian."

"The picture thus restored to the completeness of the original idea and its unity of thought has required its dramatic atmospheric effect, its historical importance and its reasons for being."

"The garland of flowers was also removed, and there appeared in the angel's hands a white scroll with a written Latin inscription, 'Parate Viam Domini,' which explained the reason for the intro-

duction of the angel (not a Cupid) into the composition. 'Painted on canvas.'

In the second example we have a really exquisite and genuine masterpiece lost forever. Carucci, or as they called him in his time "Il Pontormo," lavished all his skill on this Madonna. It was critically regarded as one of the finest examples of Florentine pictorial art. Carucci's time was from 1494 to 1557.

When the restorer got the painting it was covered with layers of dark, flirty, muddy brown accretions.

In cleaning, signs of a figure in the inner angle of the left elbow claimed the artist's eye and beneath Il Pontormo's heavy impost he found an old man's head painted with miniature-like care—the head of St. Peter. The painting beneath it was even rarer and a century older than the Madonna.

With true antiquarian zeal the artist at once proceeded to destroy the Pontormo picture in order to reveal an unknown artist's conception of Christ in Gethsemane.

Carucci, seized with an inspiration but lacking fresh canvas, had simply taken an old picture that he happened to have, covered it with a background and painted his Madonna upon it.

The third and last case shows, first, a portrait belonging to the gallery of A. H. Lea, of Philadelphia, which was bought in Austria in 1846, for a large sum, as a portrait of the Duchess Visconti, and was supposed to have been painted by Bronzino. Mr. A. H. Lea inherited it from his father, and admired it, together with many experts, for what it was supposed to be for many years. When Professor Farina was called in he analyzed the pigments, demonstrated that it had been painted with those we have used since not over one hundred years ago, and hence it could not have been painted 300 years ago when Bronzino was alive. Further tests showed traces of another picture beneath.

As the spurious Duchess began to disappear the fragment of a really remarkable painting began to take the place of her features. When she had entirely gone a canvas by an unknown master of the seventeenth century, representing the martyrdom and mystery of St. John the Evangelist was revealed!

Neck Fashions

By Lady Duff-Gordon

This Neckband
Fulfills One of the
Canons of Art
in Dress.
It Seems to Serve
a Purpose—to
Fashion the Turban.



A Wide Veil Is Compressed and
Bound About the Brow and
Neck and Thinly Draped
About the Shoulders.

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

THE poetry that inheres in the veil—the fashionable woman is now applying to her neck. Not the poetry alone, but the mystery.

Lightly swathing the neck, she believes, adds yet more to its creamy tint, its marble-like purity and firmness, or lends those qualities to the neck that has them not. This Winter at the theatre or opera or at balls or banquets given in aid of reconstruction or in celebration of war victories, we see more of the scarf-like draperies about the neck than ever before.

I show you here three of the treatments I consider most successful of the neck with the poetic, the inscrutable, the ever-beautiful veil. I call your attention to the large, left-hand figure. You see here a fillet and scarf generously

used. The wide veil is compressed and bound about the brow, wound about the head, crossed and drawn down about the neck in its narrow form. Reaching the shoulders, it is draped thinly about the shoulders, breast and back.

The upper right-hand figure displays a neckband whose chief purpose is to fasten the large turban made of voluminous folds of the same material. Peach colored chiffon of more than the usual weight and heavier than the ordinary texture, is used for the turban and neckband.

At the lower right hand you see a third treatment of the neck veiling. This is a harem veil drawn across the face from the tip of the nose and peak of the chin to the back of the head, where it is crossed and fastened to the hair by a Chinese hair ornament.

A Harem Veil Is Here Utilized as Drapery for the Neck.

Velvet Dance Frocks; Tailor Mades For Serious Moods

Debutantes Resume Some Of The Gay Attire Which Is Their Right After Having Long Worn The More Practical Garb Of War Times

By Martha Goodie Anderson

Perhaps it is too soon since the glorious news from overseas came for the debutante to realize that the moment is at hand when feminine tripperies will be enjoyed again and the stern uniforms of service and philanthropy, which have served as a sort of sackcloth and ashes through these desolate years, will be laid aside. With something of this thought in mind I set out on a quest for the sort of bright, gay clothes that normal young girls adored and bought before these stern war times.

My search has not revealed the same type of fluffy, gay garments they were wearing in the pre-war days and which every young girl just entering what should be the gayest moments of her life rightly hails and claims as her own. Rather have I found in place of that kind of apparel a type of severely tailored suit resembling the uniforms women have worn so long, the businesslike dress well made of dark and serviceable color, the flat heeled, sensible shoe and the absence of the gay little accessories dear to the young girl's heart in normal times.

Lovely things, which I am sure will appeal to every feminine heart, young or old, and especially to that young creature who from this day on ought to have her innings, the debutante, are the newest evening coats designed especially for her. As a matter of fact, an evening coat is the first acquisition by which the young girl recognizes her new estate of being out, just as the bride recognizes hers by the shining wedding ring. For until one is really out the school coat or maybe a coat belonging to one's mother or an older sister has served for the special occasions when one has gone to parties. After the debut, however, parties become social functions and evening coats are indispensable.

The Debutante's Evening Coat
What could be more exquisite than one of these refined things of palest peach bloom velvet hung over a lining of flesh pink satin and mounted with a softly enveloping collar of velvety gray and white chinchilla? This rose pink wrap hangs from the shoulders in full and graceful lines, and has pretty sleeves simulated without being actually made, and handed quite to the elbow with the same beautiful fur.

Another coat somewhat like this is put together with bands of gold lace, some blue velvet and a huge collar of white moulton. A flowered Dresden satin lines it. The beauty of this handsome wrap is expressed in faintness of line. It is short, stopping just below the hips, where a wide band of moulton, finishes it off. Of course the deeper blue of the velvet used in making it gives it much more durability than is possessed by the pretty pale thing described above. Perhaps for this reason it will not appeal so well, for surely debutantes for a brief season at least, may be allowed to choose the merely pretty without other consideration.

It is a curious expression of the psychology of the young girl that nine times out of ten, if left to her own devices in selecting her evening gowns, she will choose something quite old enough or her mother and every bit elaborate enough. For this reason she ought to be carefully guided and to be taught the charm of simple and exquisite clothes and to avoid the heavy fabrics, the dull dark shades and the elaborate trimmings the young and unformed taste often longs for.

While at one time young girls did not wear velvet dresses for evening affairs, nowadays the most charming of dancing frocks are brought out in delightful chiffon and panne velvets which have no suggestion of age, so exquisitely soft in color and supple in texture are they. The prettiest of frocks are made with the short skirts best suited for dancing and are untrimmed. Only youth with its curving lines and soft skin, bright eyes and pretty hair can carry off a velvet evening gown of this type.

Such frocks are perfectly plain and of the greatest simplicity of line, undraped and undorned. One particularly admired is of sea foam green velvet. The sleeves are merely sug-

gested over the shoulders by two pointed tabs. The neck is square and not deeply cut. This frock was designed for a red haired girl, and the combination was quite as pleasing as it was intended to be.

Of course in choosing the velvet dancing frock it must be borne in mind that only the brightest and palest shades are appropriate for young girls. The blacks and deep blues are left along with the heliotropes and petunias for their mothers and grandmothers.

Some very pleasing dancing dresses are made of old fashioned taffeta. One of this fabric has a plain skirt pulled into a butterfly bow arrangement at the back which resembles the bustles of some seasons ago, but which will look very well indeed on a young, slim figure. The bodice has a pointed basque in front and a line of silver around the neck. The sleeves are elbow length and linked together on top and from under the arm with the same silver lines which go around the neck.

Feather Trimming Vogue Grows.
Last year we observed a certain vogue for feather trimming on frocks of every kind, and this season this vogue seems to be general. I find it embellishing the very wide bell shaped sleeves of a canary colored taffeta evening gown. The sleeves are so unusual that they seem to make the dress, as they catch the eye at once and hold it.

As for the rest of this pretty frock there is a wide skirt which is at the same time sufficiently pulled in to suggest the new tight silhouette. At the waist a deep puff of the taffeta falls over a wide sash of satin ribbon in a pastel shade. The décollete neck is shaped in a V and has a touch of silver lace and bit of the pastel ribbons.

Nothing could exceed the jaunty and style of the swaggy little coats of the suits accepted as the correct design for young wearers this year. The coat falls in a perfectly straight line from hem to hip, and is loose enough to fall away from the figure in the so-called box effect. An excellent example of this sort of coat suit is developed in blue duvetyne and gray fox fur trimming.

While the coat has all the grace one could desire and the most effective jauntiness, the skirt is very tight and so narrow that stepping is an art for the wearer thereof. Of course, this funny little narrow and very long skirt comes from Paris. It brings again a slight tilt in the hem so that the feet really may move. Whether or not this particular fashion is a concession to economy and conservatism, I cannot say. It is delightfully developed also in a plum colored duvetyne with bands of silver gray squirrel edging coat and forming the high upstanding collar.

As to afternoon gowns a good dress for all occasions is shown in the mandarin coat effect with a waistcoat of braid or fringe, or again, of handsome gold brocade. These new dresses have the same short coats stopping at the hips which appear in the suits. They fall away from the figure in the back but fit tightly in front, where a belt and a smart waistcoat hold them in place.

One of these afternoon dresses is made up in deep brown velvet. The skirt is narrow, but does not present the awkward narrowness many have. The coat has no collar, and the vestee which trims the front is of handsome gold and brown brocade cut away in a becoming line at the throat.

Worn with it to fill in the collarless neck is a soft stole of pointed fox. The hat accompanying the brown dress is of brown tulle with a very wide flat brim. Tied in front is a wide butterfly bow of tulle, and two narrow rows of brown fur edge the brim.

Of course these garments I have been describing are for the debutante's most dressed up moments. In her everyday wear she expresses her more serious mood in more serious clothes. For instance, for service a plaid skirt with a tailored silk shirt is worn and over this are drawn stunning sweaters of Angora wool combined with silk jersey and belted in with a belt of the same plaid which makes the skirt.

It is the young girl who can best exploit the sweater. Some of the

new sweaters are made up of the rough threads, such as Angora and brush wool. All of the shades of brown are especially in favor this season; therefore the khaki tones are developed in these smart sweaters for wear with plaid skirts.

As for the shoes worn with this sort of costume, plain flat heeled ties appear under perfect fitting shades of khaki or tan. These are much newer and in better taste at this moment than shoes with the colored tops.

Big shaggy coats of muskrat are fashionable for motoring and country club wear. They are not at all dressy, but offer the greatest degree of comfort. Of course the small fur coats are best for dressy wear and is the accepted model.

A new design is made up well in caracul, muskrat and gray squirrel. It resembles an old fashioned sack coat, the plainness of which is relieved by a narrow belt of fur or leather which encircles the waist. These belted coats are immensely swaggy, and are worn with tweed skirts or one piece dresses of the new duvetyne or wool jersey.

Beautifying Barbara

By MIMOSA

How a Plain Girl was Made Pretty

Barbara had always been considered the ugly duckling of the family, and certainly no one would have voted her attractive the day she called on me, and told me how tired she was of being classed amongst the dull and uninteresting women of her set.

To tell the truth Barbara had fallen in love, and was anxious, as she had never been before, to appear at her best. She wasn't a snapper; she was twenty-eight, but there were possibilities in her, and I promised her that if she would follow my advice carefully, she wouldn't recognize her own reflection in the mirror in a month's time.

Her Complexion

With a good complexion the plainest features look attractive, but Barbara's unfortunately left much to be desired. It was muddy, and there were blackheads around the nose and mouth, caused, I think, through using impure toilet soaps. For the dull muddy look I made her rub a little pure mercuric iodine gently into the face and neck every night, leaving on the skin till the next morning. This very gently and imperceptibly peeled off all the dead, dull outer skin, leaving the fresh young complexion underneath, and giving her a skin as clear and fresh as a baby's. The blackheads were soon removed. A styptic tablet was dissolved in hot water, and the face bathed and gently dried. After two applications all signs of the blackheads had disappeared.

Beautifying Her Hair

Barbara had a fairly good head of hair, but it had been very much neglected. I don't know what she had shampooed it with, but it certainly wasn't the right stuff, for her hair was dull and lifeless without the bright lights it should have possessed, there was no wave in it, and it appeared to be falling out rather more than was natural.

So I made her get some talcum at the chemist, and give it a good shampoo. A styling shampoo leaves the hair soft, silky and glossy, and no rinsing is necessary. After one shampoo a most marked improvement could be noticed, and by the time Barbara had used it three times, with an interval of a fortnight between each shampoo, you would not have recognized it as the same head of hair. Then to stop the fall I advised her to get two ounces of boraxum, and mix it with water and a little Bay Rum. This she dabbed into the roots every night, and it not only stopped the fall, but gave the hair great vitality.

A Little Color to the Cheeks

Barbara is one of those girls who are much improved by a little color in the cheeks, but unfortunately she has none naturally. So I suggested that she should get some collodion and apply a very little to the cheeks with a small piece of cotton wool. The most critical observer cannot detect that a color given by this method is not natural for this wonderful powder is just the correct tint, and has an advantage which no other artificial color has it deepens slightly in a warm atmosphere, and thus appears absolutely natural.

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spacious quarters, flooded with daylight, where colors are true, shopping a delight, and selection easy from comprehensive displays, dependable qualities, correct styles.

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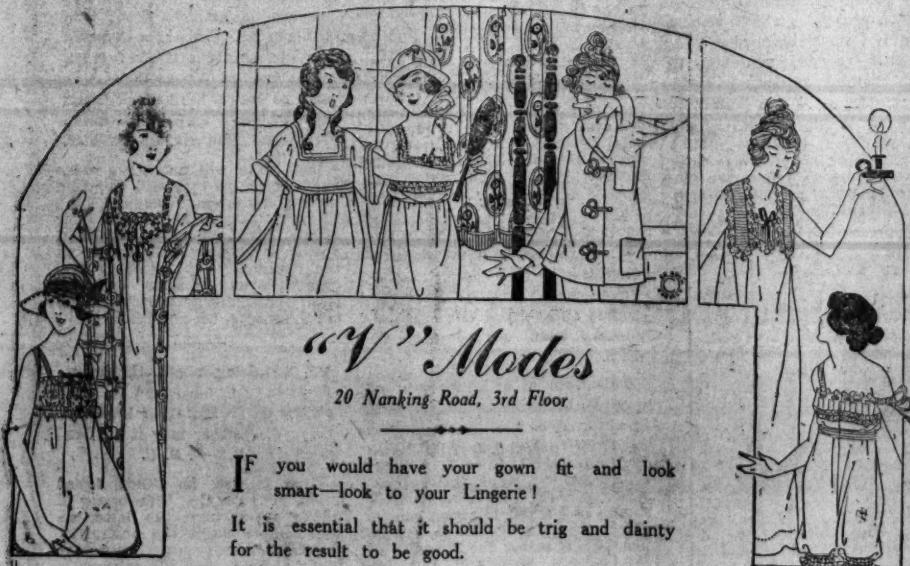
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Health, Beauty And The Home

One First Aid to Thrift

By Mrs. Christine Frederick,

The Distinguished Authority on Household Efficiency.

ONE of the first aids to thrift is a well-equipped sewing room. If the housekeeper has some definite place for keeping sewing materials in order, she is much more likely to mend and repair. Naturally, if it takes a long time to find the right spool and other needful things, a person will be more likely to lay a garment aside without mending it.

There is hardly a house which cannot have some kind of a definite sewing corner. Sometimes a small screen in one corner of the dining or sitting room will hide the sewing machine from view and offer space for sewing aids. Indeed, a great convenience is a folding screen with three panels covered with cretonne. The inside of these panels may be fitted with large pockets, divided like a shoebox, into which patterns and various kinds of materials may be placed. Such a screen may also have hooks on the reverse side to hold spools, scissors, tape measure, pin cushion, etc.

A shirtwaist box is a good place in which to keep small rolls of different kinds of materials. Each material should be tightly rolled and tied or pinned together. Another good plan is to use the drawers of a small bureau or chest of drawers and keep the pieces neatly in these drawers.

Still another plan is to use the white cardboard boxes, such as suits of underwear are kept in at the dry goods store. Select six or eight of these boxes in a good shape. Then have the man of the house or one of the older boys make a light frame, into which the boxes will fit—one such as is often seen in light summer furniture. These boxes may be fitted with labels as "White Goods," "Silk Pieces," "Underwear," "Mending," etc. In this way each class of goods may be kept separate and easy to find at a moment's notice.

Ribbons, tapes, belting, etc., should all be wound around separate pieces of cardboard. A glass pint or quart jar or a tin cracker box is a good thing in which to keep buttons in bulk. A supply of elastic black and white tape, dress belting and hooks and eyes, as well as good pins, should always be at hand.

The woman who would do successful sewing needs to understand thoroughly the operation of her particular make of sewing machine. It should be frequently cleaned and oiled, using a rag after oiling and running the machine on some waste material first in order that any surplus oil may be removed. Machines should never be kept in a damp place or

left open while the room is swept; otherwise the part will become rusty or clogged with dust.

A great help to every woman who sews considerably is to have some sort of a "form" on which to drape and make her dresses. Some of these come in two parts and are as inexpensive as \$1 in cost. A skirt maker is another small device costing only a quarter which assist in the even hanging of a skirt. It is always a good idea to have a small ironing board exclusively for sewing-room use.

Recently one busy mother had to mend her boy's sweater, which had become badly frayed. It was such a peculiar color that she could not match the wool. So she ripped off one of the patch pockets, unraveled it and mended the sweater with the wool. In another case, a pocket was useful when a man's coat had become torn and there was no more of the material available. It was an easy thing to rip off one of the pockets and use it for the mending.

It is always best to mend and repair a garment before washing or cleaning. Recently a number of sofa pillows were very ragged, but when carefully darned over a light-weight material and then washed and re-dyed the patching was not visible. It is an easy matter to use the simple dyes which come in the form of a soap, and which need only be rubbed on the material in order to create the desired shade. Very often articles that are faded and look ready to be thrown away can be saved by this simple trick.

Cleaning is an essential part of repairing, and the sewing room equipment should include powdered magnesium or Fuller's earth, benzine, etc. Spots should be taken out before actual mending is attempted. Such white materials as children's Teddy Bear coats, with white sweaters and other white wool goods, may all be subjected to the dry-cleaning process of the sewing room.

Possibly sharp scissors are the most important tool for the sewing room. One means of keeping them sharp easily is to use a small wheel-grinder, which may be screwed to the wall and which is operated by a simple turn of the crank handle. Two or three minutes' use of this will sharpen any pair of scissors.

Sometimes a small folding table is of great assistance if the usual lapboard cutting table cannot be purchased. The kind that consists of a square top and folds like a card table may easily be put out of the way when not in use, and yet readily opened for service when required.

A good plan for keeping spoils in order is to use a sewing machine drawer. Take a thin strip of wood, the exact size of the inside of the drawer, and into it hammer two-inch wire nails about one and one-half inches apart. Then lay this strip in the drawer and stick a spool on each nail.



"Graceful curves and softly rounded contours constitute a woman's chief claim to beauty."

Photograph Posed by MISS MARION DAVIES at CAMPBELL STUDIO

One woman used most successfully a letter file with alphabetical tabs, filling each letter out as "Aprons," "Dresses," "Fancy Work," "Lingerie," etc. Then into each of the proper divisions she placed the clippings she cared to keep, in this way having instantly at her finger tips a desired fashion picture or recipe or description of a gown.

There is no reason why a sewing room should not receive as much careful attention as a kitchen or any other room in the house. The woman who has one well fitted up and comfortable to work in will find that it will help her to thrifty habits in keeping the family clothing in repair, with a minimum expenditure of time, money and labor.

There is no reason why a sewing room should not receive as much careful attention as a kitchen or any other room in the house. The woman who has one well fitted up and comfortable to work in will find that it will help her to thrifty habits in keeping the family clothing in repair, with a minimum expenditure of time, money and labor.

My Advice to the Thin

By Lina Cavalieri,

The Most Famous Living Beauty.

A MAN possessing all straight lines may be called handsome. But graceful curves and softly rounded contours constitute a woman's chief claim to beauty—at least so far as her figure is concerned. So, naturally, every woman, while not desiring to be fat, wants to possess a figure that is pleasantly rounded and plump.

But while womanly lines, not angles, are wholly desirable, many women are unable to solve the problem of gaining the necessary flesh to pad out their thin bodies. It is easy enough for a fat woman to get thin, if she will practice sufficient self denial, but the thin woman who would become plump must overcome many things—her redness, temperament and that habit of mind which prevents her doing the things that would increase her weight.

For the thin woman who would become plump there must be a radical change in her manner of living. First, she must learn a lesson from her fat sister. It is not to worry. Look at the fat women you know. Do you ever see them worry? No; they take every day's happenings just as it comes. Worrying about things won't change them, and after it is all over it isn't necessary. Then, too, the thin woman must learn to rest. The thin woman is usually a reckless spendthrift of vitality. She does too much needless work. Even if the work seems essential, if she will think carefully, and plan ahead, much of it can be omitted entirely.

The next thing in importance for the thin woman to consider is her diet. Her greatest hope of increased flesh lies in her food. Of course, one must make allowance for possible variations in the digestive powers of different individuals, but here is a comprehensive list of foods that contain either sugar and starch, or both. In fact, it includes practically everything needful for the taking on of flesh.

Milk heads the list, because it is probably the best single food for increasing the weight, and the one

most easily obtainable. Then there are thick soups, such as bisque, cream of celery, cream of corn, puree of peas and puree of beans; fat, beef, fat mutton, hot corn bread, hot biscuits, wheat corn and buckwheat cakes; plenty of butter, honey and salad dressings in which there is more oil than vinegar; white bread, chocolate, pastries, puddings, bon bons, bananas, peaches, prunes, beans, peas, cauliflower, asparagus, potatoes, oatmeal, rice and gelatinous.

The thin woman should drink cocoa or chocolate made with milk; red wines, if wines be drunk at all; and tea or coffee, if taken at all, must contain both milk and sugar. It will also benefit the thin woman if she will drink more hot water than cold.

A woman who desires to put on flesh must take baths that are at least tepid. And it would be much better if she would take them as warm as she can comfortably stand. I do not mean hot baths, because they are too enervating, but a moderately warm bath that will be soothing to her tired nerves and thus coax her to those careful habits which the thin woman needs to acquire.

The fat woman should rise immediately from her bath, dress and go about her affairs. But it is inadvisable, even desirable, for the thin woman to lie down for a rest of twenty minutes or longer after her bath. Because the repose that follows after a warm bath is one of the best possible aids to gaining flesh. After the bath, too, a gentle massage with olive oil or lanolin will be found a great fattener.

The slender woman must also have some form of gentle exercises in the open air every day. They will tend to invigorate the body and induce a healthy normal appetite.

Fresh air, a great deal of it, and ample sleep are two more essentials in gaining weight. If her fat sister sleeps seven hours the thin woman should have eight or nine. This gives her system time to repair the worn-out tissues and to build up new ones. If she is afflicted with insomnia that can be overcome by drinking a glass of warm milk, a cup of cocoa, or chocolate and eating a light sandwich, or a biscuit or two before going to bed.

What the Doctor Says

I HAVE been rejected by the army on account of organic cardiac disease causing murmurs. What does this mean and can it be cured?—J. L. S.

An organic disease of the heart is one involving structural change. Functional disorders are those due merely to derangement of mechanism and are less serious than the organic conditions. The valves of the heart are composed of white fibrous tissue, like the lining of our joints, and rheumatism of the acute inflammatory variety attacks this kind of tissue in preference to any other. This is the reason why such a large percentage of cases of rheumatism are complicated by valvular disease of the heart. As a result of the inflammation of the lining of the heart, known as the endocardium, we have an endocarditis which brings about structural alterations in the valves, and they allow the blood to leak through them a little when the heart is pumping. This failure to close perfectly gives rise to a blowing sound which the examiner hears with his stethoscope, the sound being due to the leakage mentioned. Structural changes of this character in the heart lining are permanent, but are not of very great import so long as the heart muscle compensates; that is, nature has provided a way in which certain changes take place in the heart muscle which offset the wholly or largely the effect of the valvular leakage. Great strains, such as are likely in military life, are more apt to break down an artificially compensated heart than a normal one. By living hygienically, however, you have nothing to fear.

I AM very despondent because of an impulse to shun society, which I find it hard to resist. When with others I am always ill at ease, shy, nervous and subject to blushing. I sometimes get so depressed that I contemplate suicide.—G. S. B.

Your morbid self-consciousness is due to a lack of interests outside of yourself; in other words, you are suffering from acute selfishness, which you have cultivated like a bad habit. This has been done unconsciously, of course. You must switch your interests to other people and other things, otherwise your short-circuited energies will wreck your nervous system. In our civilization it is absolutely necessary to think socially rather than personally, if you would be happy, sane and useful. Your problem is a psychological one. No medicines are needed. Harness your energies rationally. When the energies of one unsuited well-endowed are misdirected the nervous disturbance is very great. It is a sad and unnecessary spectacle when such energies concentrate themselves on the ego. So far as the nervous system is concerned, selfishness is the best source of health.

ALTHOUGH cured of the drug habit three years ago I still am unable to sleep more than three or four hours at a time and am abnormally active. I am a night worker. On so little sleep and so much hard work I am afraid that I may break down. What would you advise?—A. W. T.

Hot baths will make you sleep much better, as they will quiet the nervous irritability complained of. You would probably regain your normal condition more speedily if you slept at night and worked in the daytime. Try to effect this change, even at some economic loss. Avoid the nerve poisons—alcohol, tobacco, tea and coffee.

IS twitching about the eyes, down the nose and in the cheeks an indication of brain or nerve disease, or may it be due to eye strain?—F. S. C.

Your trouble is either facial spasm or facial tic. The former is wholly involuntary, the latter is some extent under the control of the will. Brain or nerve disease is rarely at the bottom of this trouble. It is generally due to some local irritation of the eyes (eye strain), teeth, nose, throat, ears or scalp, which must be searched for and removed.

SOME TESTED COOKING RECIPES

Bread Crumb Muffins.

SOAK 1½ cups bread crumbs in ¾ cup milk until soft and then press through a colander. Add 1 beaten egg and 1 tablespoon sugar or corn syrup and mix well, and then add 1 cup flour sifted with 4 teaspoons baking powder, and ½ teaspoon salt. Add 2 tablespoons melted fat and bake in greased muffin tins about 30 minutes in a moderate oven.

Cranberry Gelatine.

SOAK 2½ tablespoons gelatine in ¼ cup cold water. When soft, add ½ cup boiling water, ½ cup sugar, ½ cup light corn syrup, 1½ cups cranberry juice and 1 tablespoon lemon juice. Strain and turn into a mold rinsed with cold water. Chill and serve with cream. Whipped cream or stiffly beaten egg whites may be combined with mixture when it becomes a thin jelly.

Cranberry Frappe.

COOK 1 quart of cranberries in 2 cups of cold water until the berries burst. Then add ½ teaspoon white ginger, the juice of 1 lemon and the juice of 1 orange. Strain and add 2 cups of brown sugar. Freeze to a mush.

Cranberry Sherbet.

BOIL 1 quart water with 2 cups brown sugar about 20 minutes. Add 1 tablespoon gelatin which has been dissolved in ¼ cup cold water. Strain and add 2 cups cranberry juice and the juice of 1 or 2 lemons. Freeze as usual.

Cranberry Cornstarch Pudding.

DILUTE 3 tablespoons cornstarch with ¼ cup cold milk. Scald 1½ cup milk in double boiler and add the diluted cornstarch, ½ cup corn syrup, ½ cup chopped cranberries and ¼ cup grated coconut. Cook until thick over hot water, stirring constantly. Then turn into molds rinsed with cold water.

Cranberry Jelly.

COOK 1 quart cranberries in 1 pint of water about 10 minutes. Put through sieve, add ¼ cup light corn syrup and continue cooking until it will form a jelly. Turn into molds.

Cauliflower With Beets.

WASH cauliflower and soak 1 cauliflower in cold salted acidulated water. Then cook head down, boiling salted acidulated water about 25 minutes, or until tender. Drain, arrange on serving dish without separating flowers, pour ½ cup smooth cream sauce over cauliflower and arrange a border of chopped buttered beets. A few slices of beet, cut in fanciful shapes, may be used to ornament the cauliflower.

Frozen Loganberry Pudding.

MIX 1½ cups loganberry juice and 2½ cup water and pour into a quart mold rinsed with cold water. Beat 1 cup cream, adding 2 tablespoons of honey or sugar gradually. Fold 1½ cup shredded or grated coconut into the cream. Then pour the cream mixture into the mold, allowing it to overflow. Cover with buttered paper, buttered side up, and seal or cover closely. Pack in ice and salt, allowing 2 parts ice and 1 part salt, and let stand about 3 or 4 hours. Remove from mold to cold dish and garnish with holly.

Maple Fudge.

MELT 1 cup maple sugar and 2 cups granulated sugar in 2 cups of rich cream, boil to soft ball stage, then cool slightly and add 1 teaspoon vanilla. Beat and turn out on a marble slab or a platter. Have two or three pans lined with paraffin paper. Break pieces of the candy until creamy and smooth, then press into the pans. Set aside for an hour or more, then cut into cubes or squares. Chopped Brazil nuts or pecans may be kneaded into the fudge.

Five-Minute Peppermints.

DISSOLVE 1 cup of sugar in ¼ cup boiling water and let boil vigorously 5 minutes without stirring. Remove from the fire and beat until a thick cream, adding gradually 6 drops of oil of peppermint and enough green color paste to give a delicate green tint. Other colors and flavors may be used if desired. Drop in rounds from tip of spoon on waxed paper to cool.

Delicious Maple Creams.

BOIL 3 cups sugar and 1 cup of thick cream or ½ cup butter to a soft ball stage. Then beat with a silver fork until thick and creamy. Pour in buttered tins and cut into squares. A cup of chopped pecan nuts may be added when the candy begins to thicken.

Mock Cream.

SCALD 1 cup milk in top of double boiler. Mix 2 tablespoons cornstarch with 2 tablespoons sugar, dilute with little cold milk and stir into scalded milk. Cook 10 minutes, stirring thoroughly. Cool, add 1 teaspoon vanilla, and just before serving fold in 2 stiffly beaten egg whites.

Apples, Duchess Style.

WITH a vegetable scoop cut out about 3 dozen small balls from pared apples. Prepare a syrup by boiling 1 cup sugar with 1 cup water. Add apples and cook until tender, taking care not to break the little balls. Drain, reserving syrup and roll in melted currant jelly. Cook the apple trimmings with 2 or 3 apples in a little water. Pass through sieve and cook slowly with the syrup until thick. Arrange the balls on serving dish, pour the sauce around them and sprinkle with finely chopped pistachio nuts.

Eggless Steamed Pudding.

MIX and sift 1½ cups flour, ½ teaspoon soda, ¼ teaspoon salt, ¼ teaspoon cloves, ¼ teaspoon allspice, ¼ teaspoon nutmeg and ½ teaspoon cinnamon. Add 1 cup chopped raisins. Mix ½ cup molasses with ½ cup milk and 3 tablespoons melted fat. Combine liquid and dry ingredients. Beat thoroughly, turn into greased molds, filling them just a little more than half full. Cover and steam for 2½ hours. Serve with pudding sauce or milk.

Coconut Cream Candy.

BRING 2 cups sugar dissolved in ¼ cup milk to boiling point. Wash down sides of pan if sugar granulates or adheres to saucepan. Add ¼ teaspoon cream of tartar and allow to boil until the syrup is almost ready to reach the thread stage. If convenient, use a sugar thermometer and cook until the syrup registers 230 degrees Fahrenheit. Remove from fire, add 2 tablespoons grated chocolate, ½ pound of freshly grated coconut and 1 tablespoon vanilla. Stir until slightly thickened. Then drop from the end of spoon onto oiled paper. Decorate each piece with nuts or cherries.

Mock Mincemeat.

MIX 6 chopped green tomatoes with 6 finely chopped apples, ¼ pound chopped currants, ¼ pound chopped raisins, 1 tablespoon cinnamon, ¼ cup brandy or fruit juice, ¼ cup vinegar, ¼ cup shredded citron, 1 orange rind, 1 teaspoon salt, 1 teaspoon cloves, ½ teaspoon allspice, ½ teaspoon ginger and ½ teaspoon grated nutmeg. Cook until thick.

Appetizing Menus for the Week

| MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|--|---|--|---|--|--|---|
| Breakfast Apples, Cereal, Creamed Eggs Dinner Roast Pork, Sauté Potatoes, Mashed Potatoes, Celery and Apple Salad, Fruit Pudding, Coffee. | Breakfast Sliced Bananas, Oatmeal, Toast, Coffee. Luncheon Cream of Potato Soup, Dumplings, Pineapple, Grape and Banana Salad, Tea. Dinner Cold Roast Pork, Apple Croquettes, Riced Potatoes, Mashed Potatoes, Cabbage Salad, Grecian Pudding, Coffee. | Breakfast Stewed Prunes, Scrambled Eggs, Milk, Coffee. Luncheon Oyster Chowder, Brown Bread, Pickles, Homemade Applesauce. Dinner Roast Beef, Brown Gravy, Baked Potatoes, Stewed Tomatoes, Celery, Loganberry Sponge, Coffee. | Breakfast Fruit, Cereal, Toasted Muffins, Coffee. Luncheon Vegetable Stew, Rice Flour Dumplings, Apricot Whip, Tea. Dinner Cold Roast Beef, Hot Gravy, Sauté Potatoes, Creamed Potatoes, Brown Bread, Apples Porcupine, Coffee. | Breakfast Oatmeal Cooked with Raisins, Creamed Salt Codfish on Toast, Coffee. Luncheon Canned Corn in Ramekins, Beet Salad, Tea. Dinner Steamed Fillets of Fresh Fish, Tomato Sauce, Riced Potatoes, Green Peas, Pumpkin Pie, Coffee. | Breakfast Stewed Peas, Rice Omelet, Marmalade, Coffee. Luncheon Beans Baked with Small Sausage Balls, Chow Chow, Lemon Jelly, Tea. Dinner Beef Birds, Brown Gravy, Baked Sweet Potatoes, Boiled Cabbage, Home Made Cream Puffs. | Breakfast Fruit, Cereal, Poached Eggs, Toast, Coffee. Dinner Hot Boiled Salmon, Spinach, Boiled Potatoes, Fruit Jelly, Chilled Fruit Sauce, Coffee. Supper Cold Boiled Salmon on Lettuce, Mayonnaise, Dressing, Cocoa. |

Hints Of Fashion From Many Sources

In spite of the fact that some of the newest frocks have no white at the throat, and that others favor rounded neck, with lace and a tucker, others feature a white satin collar that is high at the neck and that extends in the front over the bodice to the waist line.

Elaborate evening frocks are not being much worn this year, but are occasionally called for. Then the train is sometimes seen. It is sometimes separate from the frock, hanging in a panel from the waist or even from the shoulders.

Sometimes the only trimming on a velvet frock is a bit of bead embroidery with a dependent tassel. This is usually placed at one side of the front, low down on the bodice.

Many of the best of the new frocks of serge are trimmed horizontally. This in spite of the fact that every other effort is made to emphasise the narrow ankle line. These frocks have bands of braid or sometimes of striped fabric, running about the bottom of the skirt, and similar bands on sleeves and bodice or vest.

You can buy tassels for trimming bags and frocks and blouses at home. There are lovely ones, of all colors of silk thread, for 50 cents each in a three or four inch length. There are huge ones of chenille for several dollars. And between these there are others of all sorts and all prices, some of them distinctively beaded, some of them with an intermixture of metallic threads.

Black satin evening slippers have long jet beads fastened around the top in rows, three of them. Then there is an embroidered design of beads at the toes.

Lace and fur are cleverly combined on a smart dinner and theater hat made with a foundation of chiffon velvet drawn tight and smooth over the mushroom frame. Then there is a frill of black Chantilly lace standing upright about the crown and another that spreads out beyond the edge of the brim. The two frills of lace are joined by a band of sable with two little crossed tail ends.

Long floating sleeves of tulle are held down at the point with a dangling tassel of heavy jet beads. This treatment gives dignity to an otherwise rather light and floating sleeve arrangement in a velvet evening frock.

Darts are not an unknown feature of the frock of the moment. However, darts nowadays are not used to emphasise the pinched in waist, but rather to shape the fabric at the shoulders and bust.

Fluted ribbon brims are a part of

some of the new hats. The crowns are of fur, of velvet or of beaver, and the brims are rather narrow, formed of a row of fluted velvet ribbon heavy enough to stand stiff and firm.

Some of the new, long tight sleeves are buttoned as far as the elbow.

Some of the new velvet suits show vests of fur, of the shortest sorts, like squirrel or beaver, that button orasten tight under the chin.

Shops are showing heavy silk sweaters for winter wear. They are especially desirable for indoor wear when the low supply of coal makes it impossible to keep up the normal degree of heat. These new sweaters have many odd bits of finishing such as vests, deep collars, fringed edges and unusual cuffs—anything for the sake of novelty.—New York Sun.

Pershing Decorates 28 Allied Generals

16 French, 7 British, 2 Belgian, And 3 Italian Leaders Receive Medal

Washington, December 21.—General Pershing notified the War Department today that, under authority granted him by the President, he had awarded the Distinguished Service Medal to the Generals commanding the various French, British, Belgian, and Italian armies.

In all, decorations were awarded to sixteen French Generals, seven British, two Belgian, and three Italian.

Granting of the awards was announced in a communique from the

American expeditionary forces dated yesterday. The statement follows: "Pursuant to authority granted me by cablegram, I have awarded, in the name of the President, the Distinguished Service Medal to the allied officers for exceptionally meritorious and distinguished services rendered to the American expeditionary forces and to the cause in which we have been engaged:

"French Army—Major-Gen. de Castelnau, commanding the group of the Armies of the East; Major-Gen. d'Esperey, Commander-in-Chief of the Allied Armies of the Orient; Major-Gen. Fayolle, commanding the Armies of Reserve; Major-Gen. Maistre, commanding the Armies of the Center; Major-Gen. Debeney, commanding the First Army; Major-Gen. Hirschauer, commanding the Second Army; Major-Gen. Gouraud, commanding the Fourth Army; Major-Gen. Degoutte, commanding the group of the Armies of Flanders; Major-Gen. de Boissoudy, commanding the French Army of Belgium; Major-Gen. Mangin, commanding the Tenth Army; Major-Gen. Gerard, commanding the Eighth Army; Major-Gen. Berthelot, commanding the French Forces in the Orient; Major-Gen. Guillaumat, commanding the Fifth Army; Major-Gen. Umbert, commanding the Third Army; Major-Gen. Weygand, Chief of Staff to Marshal Foch; Major-Gen. at, Chief of Staff to Marshal Foch.

British Army—Lieut.-Gen. Horne, commanding First Army; General Plumer, commanding Second Army; General Byng, commanding Third Army; General Rawlinson, commanding Fourth Army; General Birdwood, commanding Fifth Army; Lieut.-Gen. Currie, commanding Canadian Corps; Lieut.-Gen. Lawrence, Chief of Staff.

Belgian Army—Lieut.-Gen. Ruquoy, commanding Fifth Corps; Lieut.-Gen. Jacques, commanding Third Corps.


Italian Army—Lieut.-Gen. Badoglio, Sub-Chief of Staff; Major-Gen. Scipioni, Third Chief of Staff; His Royal Highness Duke of Aosta, commanding Third Army."

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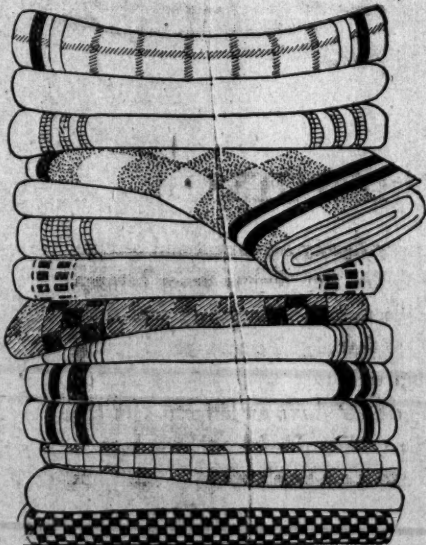
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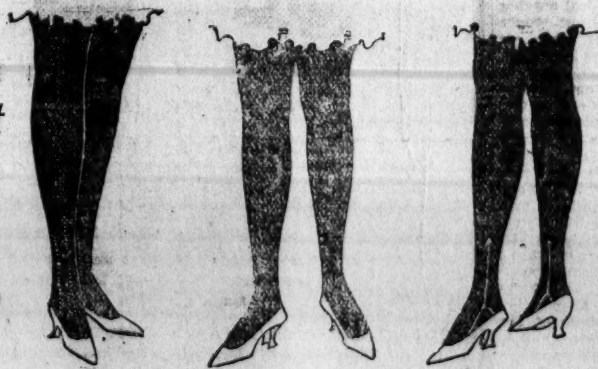
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AUTOMOBILES

SHANGHAI, SUNDAY, FEBRUARY 9, 1919

STUDEBAKER FIRM AIDS IN EDUCATIONAL SCHEME

Motor Corporation Will Give College Scholarship In Every State

As a notable example of the patriotic attitude now being shown by American manufacturers, bankers and educators, in response to the government's appeal that the young people of the country now be given every opportunity to attend college, it is interesting to note that the Studebaker corporation is doing in this respect.

According to an announcement made public recently and verified by members of the faculty of Notre Dame University, South Bend, Ind., Studebaker is co-operating with the university to the extent that one young man from each state in the union will be given a free scholarship in the college of agriculture, beginning with the fall semester.

Educational Campaign
In this educational campaign fostered by Studebaker and which has already assumed a magnitude of national importance, it is understood that the method of selecting the eligible young man from each state will be determined solely according to the ability of the candidate and his knowledge of agricultural affairs. That is, scholarships will be awarded to the young men writing the best articles, of from 2,500 to 3,000 words, touching upon such timely topics as: "How the Automobile Increases Farm Efficiency," "Marketing Farm Produce With the Aid of the Automobile and Good Roads," "The Automobile and Its Relation to Farm Values," "Many other vital agricultural and industrial problems affecting the ambitious youth wide latitude in the selection of his subject."

There are absolutely no restrictions to this generous offer other than that the candidate be a graduate from a recognized high school. A list of suggestive topics has been prepared by members of the university faculty and may be obtained gratis upon application.

Patriotic Appeal
This unique plan was evolved as a practical response to the appeal of Washington officials that the young people of America be sent to college, to the end that the country may not lack an adequate supply of trained men and women to meet our ever increasing requirements.

The danger of a shortage in the supply of skilled people needed for the tremendous task of future reconstruction will become more remote as educational campaigns, such as this, broaden in their scope so as to include the leading manufacturers and big business men of the country. Young men intensely anxious for a higher education, but financially unable to gratify their desire, will find in a contest of this nature the one answer to their problem.

Spirited competition in practically every section of the United States has already developed, and before the close of the contest it is expected that thousands of youths will have availed themselves of this opportunity to secure a collegiate education.

Simple Precautions Against Auto-Glare

Headlight glare is a serious menace to safety and comfort, but the legislation designed to prevent it seems not to be intelligently devised, in many instances and in many places it appears to be very laxly enforced indeed, if at all. Common courtesy and the desire for safe driving conditions ought to be sufficient to prevent motorists from driving with dangerously glaring headlights without legal compulsion being required. Local regulations should, of course, be observed by all motorists, but a few suggestions may here be made, which may be of value: A properly concentrated headlight beam, with all the light rays confined within a very slightly diverging cone, will not produce "glare" unless the observer's eyes are within the cone of light and, if this definitely defined beam is so directed that its upper rays are never pointed above the horizontal, so long as a car is on a level road, it will never cause objectionable glare. This is the theory of most anti-glare requirements. The practical bearing of this is as follows: First secure the concentrated beam and then see that its vertical inclination is correct. The concentration of the beam is largely a matter of the optical correctness of the parabolic reflector, the compactness of the filament and the correctness of the location of the lamp in the reflector—its focusing. If the reflector and bulb are right, it is easy for one to obtain a focus (by moving the bulb slightly in and out of the reflector) that will give a sufficiently concentrated beam as indicated by the circle of light thrown upon a wall perpendicular to it. The two lamps should be focused as nearly alike as possible and the height of the tops of the circles of light will indicate whether the horizontal, which they should not be. Bending the lamp brackets will change the vertical inclination of the beams, which should be such as to cause the rays to strike the road at a convenient distance in front of the car.

Star Garage Under New Management



MR. O. E. RALSTON
Manager, Star Garage

Capt. J. E. Inch, managing director of the Shanghai Garage Company, who has been paying a hurried business visit to the United States and England, returned to Shanghai a few days ago.

Capt. Inch has secured several important agencies for his company, who own and operate the Star and Eastern Garages. In the United States the agency for the well-known car manufactured by Dodge Brothers was arranged; in Great Britain, sole representation in Shanghai was arranged for the Napier-Six, Clement-Talbot, Rover and Standard Cars. The company are already agents for the Chandler, Hupmobile, Inter-State and Maxwell automobiles; they also handle the famous tires manufactured by the North-British Rubber Co.

During his stay in America and England, Capt. Inch made a close study of automobile conditions. He is of opinion that normal shipments will be resumed before the summer, as the majority of factories have been released by government, and have recommenced manufacture for

the trade. He does not consider that prices are likely to decline for a long time to come, as there is but little possibility of the cost of materials and the high rate of wages declining. The favorable factor in the situation is that of exchange; were it not for that, the laid-down cost of cars in Shanghai would be very much higher.

The new manager of the Star Garage, Mr. O. E. Ralston, accompanied Capt. Inch on his return journey from the States. This gentleman has had over 15 years' experience in the automobile industry, gained in the service of the best-known manufacturers in the U. S. A. He has kept closely in touch with every branch of progress in motor car construction, and is armed with an up-to-date knowledge of this profession. After America's entry into the war, Mr. Ralston was appointed as a government inspector of motor vehicles for transport purposes, and is thus thoroughly well acquainted with all makes of cars.

Mr. Ralston will be available at all times for consultation, and will be pleased to give advice to any owner seeking it. He will give his personal attention to all details, his main object being to afford the motoring public first-class service in every respect.

The management of the Star Garage claim that no other concern has larger or better accommodation than is offered at the Dudding Well Road premises. The repair shops are replete with all the latest appliances, and there are the most modern facilities for body-building, upholstery, painting, etc.

The Eastern Garage, in Soochow Road, is now being rebuilt, and should be completed early in March. It will be fully equipped in the most modern style. Capt. Inch, having brought back a complete and up-to-date plant. The new building is entirely constructed of reinforced concrete and thus will be absolutely fireproof.

The Shanghai Garage Company give free supervision for 12 months to all cars purchased from them.

deal with a concern which is unwilling to make the proposed change.

If the inner tubes and the inside of the casing are well rubbed with powdered graphite the oversize tires will remain so long on the rim that the only trouble the owner may experience is that from being so long undisturbed it may become frozen to the rim, and this may happen even when the rim has been painted with a mixture of shellac and graphite to prevent it.

So important has the matter of oversize tires been deemed that in cutting down the number of the sizes it was carefully kept in mind, and each of the sizes remaining has been fitted with a corresponding oversize.

Occasionally warnings have been published against underinflation. At first thought this might seem to be directed at one who takes a 4 1/2-inch tire, plainly marked to be inflated to 50 pounds, and runs it on an inflation of 50 pounds. But the simple truth is that with a light car 50 pounds may be full inflation. It is a question of how much the tire is flexed in its running by the weight which it is carrying. The oversize tire does not increase the rolling resistance of the car. It does not heat up by reason of the smaller air pressure, because it is flexed only in proportion to its size.

The oversize tire is not only more quickly inflated to the required pressure, but it remains much longer at approximately its determined inflation. The higher pressure succeeds in making its escape and is at the same time very much more difficult to attain. It requires an extra good pump, with its packing in good condition, and is quite beyond the powers of the average man if a hand pump is used.

The Ford car in particular for all purposes whatever, should have the oversize tire on all of its wheels. For heavier cars with fabric tires the load per wheel, including passengers and for 4-inch section diameter, 60-pound full equipment, should be as follows:

For 3 1/2-inch section diameter, 50-pound air pressure, 515 pounds load; 4-inch section diameter, 65-pound air pressure, 750 pounds load; 4 1/2-inch section diameter, 65-pound air pressure, 975 pounds load.

But the 4 1/2-inch tire will give greater service and will be entirely suitable for a load averaging \$25 pounds per wheel, with an air pressure of 55 pounds, while in each case the pressure may drop one-third before being renewed. Moreover,

these pressures are so adequate that in an emergency 35 to 45 pounds will sufficiently round out the tire to complete the day's run without injury.

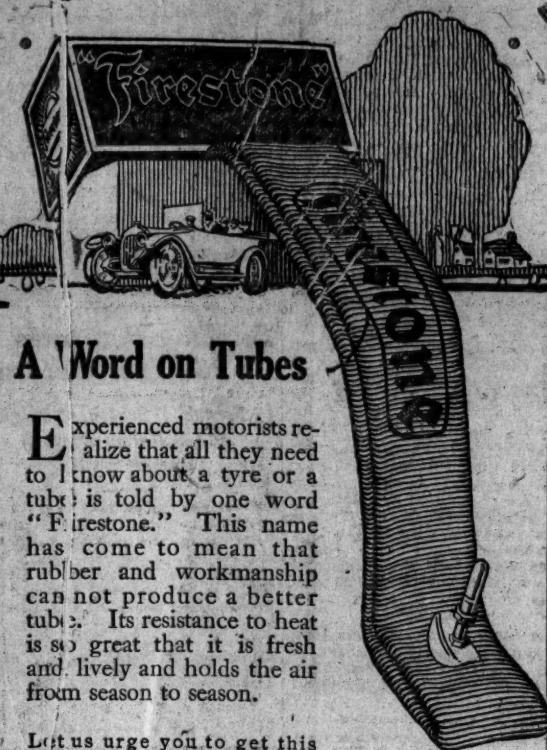
In view of the fact that the first cost of the larger tires, contrasting a distance is not less than twice as great, size is no greater, and that their cost of five with six of the smaller and that the service they give is so much more satisfactory, it is rather surprising that so comparatively few take advantage of the benefits which lie so easily within their reach.

Montreal Has Route For Testing Out Cars

Joseph Tremblay, director of public safety for Montreal, declares he intends to provide a speedway where owners and mechanics can test or try out cars as much as they like. He states that the public streets are being used for this purpose to a considerable extent, and that the practice has become dangerous. He has chosen Lafontaine Park tentatively, and is arranging to fix certain hours during which fast driving will be tolerated. Speeding in the park will not be allowed on Sunday, however. He has advised the board of examiners for chauffeurs to avail themselves of the privilege for speed tests required of prospective chauffeurs under the provincial regulations.

One Auto To Every Seven Kansans

A motor car for every seven persons was the record held in Kansas, November 1. C. W. Myers, motor car registrar announced that there were 183,273 motor cars in Kansas. Sedgwick County leads in the number of cars registered. Butler County, where the oil industry is developing, registered 6,355 cars. Five other counties have more than 4,000 motor cars each. They are Reno, Crawford, Shawnee, Montgomery and Wyandotte counties.



A Word on Tubes

Experienced motorists realize that all they need to know about a tyre or a tube is told by one word "Firestone." This name has come to mean that rubber and workmanship can not produce a better tube. Its resistance to heat is so great that it is fresh and lively and holds the air from season to season.

Let us urge you to get this tube for the money it will save in tube bills and the economy it will mean through its superb support of your casings. Weak, leaky tubes are among the worst enemies of tyres. And remember that all we have said is covered by the one word, "Firestone," the "Word of Honor" in tubes or casings.

Shanghai Tyre Service Station
2A JINKEE ROAD
J. R. HARVEY (Proprietor)

Firestone

Holas That Tire Inflation Depends Upon Car's Weight

In a letter to the automobile editor of the New York Tribune, Charles E. Manierre says:

In these days when many people have become their own chauffeurs, and particularly in view of the very large number of those who have but recently become interested in the automobile, the subject of tire sizes would seem to be still very much alive.

Even at this late day one may see well made tires plainly stamped with a direction to inflate them to a definite air pressure, when as a matter of fact the amount of inflation needed by a tire has little relation to its cross section. The question is wholly one of the weight which it is called upon to support.

The tire perhaps most generally used on medium weight cars has heretofore been the 3 1/2 x 4. It is actually best suited to a car which with its full load of passengers and equipment, oil, water and gas, puts a load of 750 pounds on each wheel, or in all about 3,000 pounds. Under these circumstances, with an equal division of weight, a 60-pound inflation is sufficient. Or if it is a cord tire, it may be somewhat less. This rule is that when the tire has lost one-fifth of its air pressure it should be renewed.

This size of tire, however, has been generally placed upon cars that with their complement of passengers weigh considerably more than 3,000

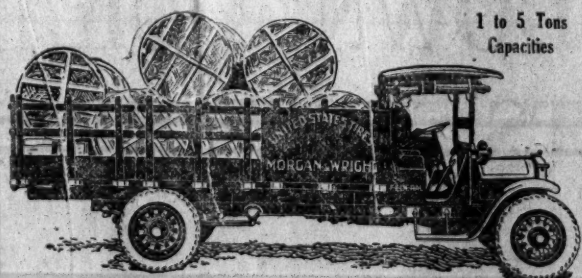
pounds, the result being, even with careful driving, frequent tire changes by reason of tube failures and punctures, and even with careful driving a matter of 4,000 or 5,000 miles is the probable limit of ordinary life for the tire.

A one-half inch larger cross section of tire would have done away almost completely with the road troubles of all sorts, would have reduced very materially the air pressure required, and would have approximately doubled the length of life of the tire.

For touring purposes five of the larger tires, i.e., one spare, would much more than equal a set of six of the standard size. They would weigh the same and cost substantially the same money.

It is just at this point that the African in the wood pile is dug out. The difference to the automobile maker between the cost to him of the larger tires and those which will just manage to do amounts to between \$10 and \$20, and the great majority of manufacturers save this difference, to the disadvantage of their customers. Very few manufacturers have refrained from saving at the expense of their clientele.

In buying a new car it is generally safe to offer to pay the difference for oversize tires and to refuse to



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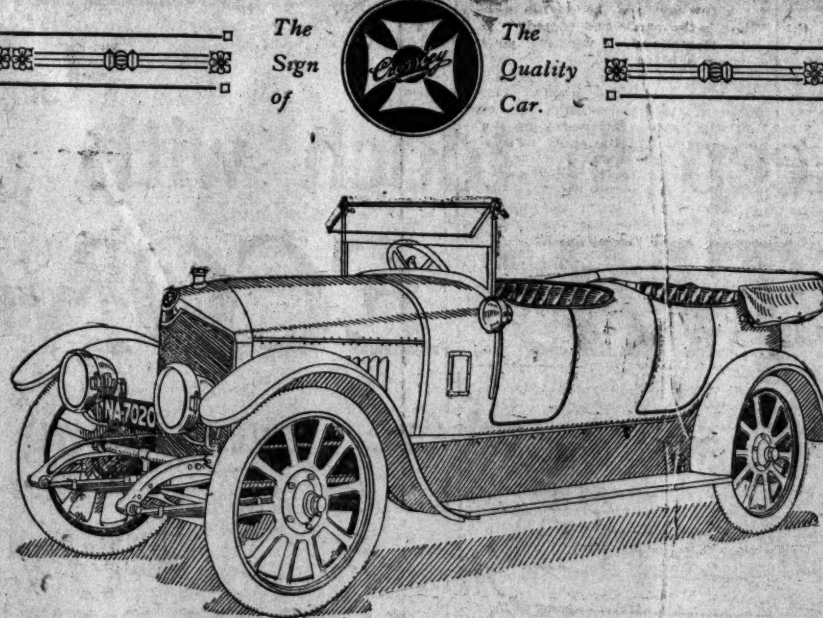
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| 1 ton | \$1900 | 2 ton | \$2600 |
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Queries And Answers

Hard To Start

Query.—My Saxon roadster is hard to start in cold weather. The gasoline line is all right, carburetor is all right, and so is the wiring, spark plugs and compression. After it is warmed it starts readily.

J. H. M.

You may have a weak spark due to poor condition of breaker points or some other slight cause, such as dirty distributor points, etc. Another cause for trouble of this nature is leaky gaskets which permit air to be sucked in to decrease sufficient to make starting difficult.

Spark Position

Query.—At a school where I took a course in automobile operation they told me always to retard the spark when cranking. A chauffeur has told me to advance the spark when cranking with a magneto. Is this correct?

J. W. H.

The chauffeur is correct. The mechanical and electrical lag in a magneto at slow cranking speeds takes care of the matter automatically.

Ford Hard To Start

Query.—I have to pour hot water on the manifold of my Ford to make it start, in addition to priming two or three times. How can I overcome this?

J. H. H.

If your car is in otherwise good condition, it would pay you to buy a good primer and install it. If your garage is not heated you cannot get around this difficulty very well with present fuel. Be sure your spark is good and hot.

King Piston Rings

Query.—What is the diameter of the cylinder and the size of the piston rings used in the 1915 King?

F. M.

1. The piston rings used in the King 1915, Model C, up to motor No. 2835, were 3 1/2 by 7-32 in. This is a four-cylinder car with three rings per piston. The 1915 King C, after motor No. 2835, were 3 1/2 by 7-32. This is also a four cylinder engine. The King, Model D, eight-cylinder 1915 used 2 1/2 by 3-16 in. rings.

Ford Pumps Oily

Query.—I have a 1912 Ford that pumps oil in the front cylinders. I put in four over-size pistons with McQuay and Norris leak proof rings, and these two cylinders still pump oil.

2. The five-eighths magnets are not sufficiently powerful to supply a current for both light and ignition. Would you suggest a bracket with an apple generator to use without a battery? Could this be driven by a pulley over the generator and fan pulley connections, so that the same pulley would take the drive and drive both the fan and generator?

4. What is your opinion of the gearless differential made by the New Process Gear Company?

G. E. M.

1. Either the cylinders are scored or you have not run the engine long enough to wear the pistons in.

2. Such an arrangement as you suggest would work fairly well, except that you would not get good lights at low speed. At any speed over eleven miles per hour, however, you would probably get satisfactory results, provided you arrange your generator drive pulley so

that it is proper size to drive the generator at its designed speed.

3. Generally the gap at the vibrator should be somewhat narrower than the spark plug gap. About .013 inches is correct for the vibrator point, while the spark plug gap can be set up to .015 inches, if desired.

4. As far as we knew the gearless differential is satisfactory.

May Be Loose Flywheel

Query.—I have a car which knocks when on level ground and down grade at a speed exceeding fifty-five miles per hour. It does not knock when the engine is under load.

2. How much oil should I have in the base of the engine, as I have a mechanical oiler and no oil gauge to tell how much oil I should have in base?

A. L.

1. From your description, it is very probable that knock is due to a loose flywheel. It may possibly be due to a loose connection rod bearing.

2. If you have a mechanical oiler you do not require oil in the base of the engine. Simply keep the oiler full.

Cleaning Headlight Lamps

Query.—Please inform me what I may use to clean and brighten headlight reflectors.

G. A. C.

1. There is a rouge paste which comes particularly for this purpose and can be secured in any accessory store.

Car Loses Power

Query.—Please suggest a remedy for my Overland model 50. The car will run for a short time perfectly, after which it begins to miss and loses power, so much so that it will hardly run on a level road. After it begins acting like this if I disengage the clutch and press the accelerator, a few times the engine will pick up again and run as good as ever, but as soon as the power is applied to it it shows down again and begins missing. What could be the trouble?

G. W.

1. The trouble may be due to several causes. First, see that the ignition breaker points are in good condition and absolutely clean and at the right distance apart. Second, see that the valves are seating and that there is a clearance the thickness of a visiting card between the end of the push rod and the valve stem when the valves are supposed to be seated. Third, see that the valves seat properly and do not leak. That is, if the valves need grinding, have them ground. Fourth, see that there is no dirt in the gasoline line. I am inclined to think, however, that your trouble is due to dirty breaker points.

Horn Short Circuited

Query.—I have a Ford touring car and several days ago my electric horn went out of order. Now if I press the horn button continuously for a few seconds the engine stalls. What is the cause and remedy?

H. A.

1. The horn must be short circuited in the high tension circuit. You will have to go over your connections and find the short circuit.

2. You can connect your battery so that the leads from the battery run to the same terminal as the magneto leads. Put in a switch so that you can throw the battery current on or off as desired.

Making The Car Eternal

In view of the possibility of a shortage in cars to be bought at reasonable prices, or perhaps even those to be had by paying the added demands of profiteers, it behooves us more than ever to pay close attention to the upkeep of the present car, both for our immediate and future benefit, says a contributor to Motor. Those who have the new-car-every-year habit do not always take the best care of a car, naturally reasoning that as a new one will soon be forthcoming it is less essential to attend to details which should and probably would receive attention were the car to be kept year after year.

Lack of proper lubrication is responsible for more ills than the average owner realizes; oil saves machinery, fuel and noise, besides making operation very much more pleasant. It is not always, that lubrication is as automatic as its importance demands, and a driver is occasionally tempted to slight the less accessible oil holes and grease cups, especially when in a hurry or if attired in "store clothes." Incidentally it may be prophesied that the car of the future will automatically attend to the lubrication for at least a day; this is most necessary in many cases and desirable in all. The addition of graphite to oil and grease is to be strongly recommended. It not only affords present help but its influence on bearings lingers and is such that accidental interruptions in lubrication are not attended by serious consequences if not too long continued. Machinists are aware that bearings are sometimes used which depend wholly upon graphite for lubrication, though many believe that the addition of a little oil would be beneficial.

Worn bearings must be attended

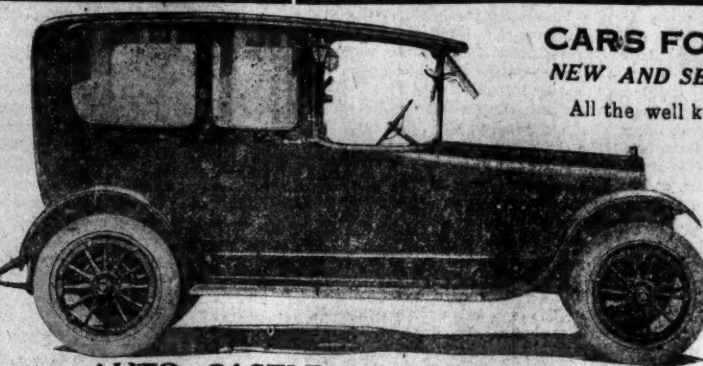
to or matters will go on from bad to worse with accelerating velocity. Troubles of this sort, like those arising from scant lubrication, are not confined to the starting point, but radiate like a contagious disease until the whole community of functions is more or less infected. Of course the nature of the repair depends upon the kind of bearing, each of which should have means for keeping it in good order.

The proverbial "sitch in time" applies most forcibly to little cuts in tires; large ones may receive attention, but it is frequently forgotten that water will enter small openings and surely destroy the fabric on which the integrity of the tire as a whole depends.

Other parts must be looked to whenever there is occasion for adjustment or repair, remembering that a good car will run almost indefinitely if it receives proper care; it may not be quite like the alternate renewal of blade and handle which made the life of the jack knife eternal, but it bears sufficient resemblance to make careful attention well worth while.

Real Truck Saving

With the recent increase in railroad rates American manufacturers and merchants are going to lean more heavily than before on the motor truck. This point is admirably brought out by one of the Goodrich statisticians in a recent statement, as follows: "The annual total of freight hauled between New York and Philadelphia at the present time amounts to 900,000 tons. If the shippers were compelled to send this freight by railway instead of by truck, they would be mulcted an extra \$450,000 by the recent rate increase. Motor trucks plying between New York and Philadelphia carry the equivalent of 720 box cars loaded to 50,000 pounds capacity, or 36,000,000 pounds each week. The 640 trucks operating between these two cities make a total of 7,200 trips a week."



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MOTOR CARS

Honigsberg & Co. have them in stock;

A car of moderate cost;

Running expenses are low;

Right mechanically;

Over 24,000 cars sold last year;

Upkeep expenses are small;

No better medium-priced car in Shanghai.

In January, 1917, the first Harroun Motor Car was placed on exhibition. Its general excellence and many original details of design soon brought it into prominence, and now it is one of America's "big sellers."

Ask for a demonstration

SERVICE STATION
23
Medhurst Road
Telephone: West 1211

H.S. HONIGSBERG
AND COMPANY, INCORPORATED.

Phone: West 1234

GARAGE
40-42
Bubbling Well Road

How To Purchase A Motor Truck

"If I were in the market to purchase a motor truck there would be several facts I would first investigate thoroughly before purchasing.

"I could not afford to handicap my transportation department with trucks not adaptable to its needs. Neither could I afford to purchase trucks that were backed up by doubtful manufacturing facilities or of unknown reputation. My transportation problems could not be solved by trucks that had not demonstrated their mechanical superiority, as that would invite uncertain deliveries or delayed shipments.

Must Be Proper Size

"As a careful buyer I would look first of all to the ability of the truck to adequately meet my requirements.

"Experience has proved that a truck in order to be operated economically must fit the purpose for which it is to be used.

"Is the truck of the right size to accommodate the style of body I need? Is it built heavy and strong enough to stand up under my loads? Will it prove adaptable to the emergencies that occasionally pop up, such as light overloads, without getting topheavy? Will it be easy to load and unload?

"These and other points I would carefully investigate and make doubly sure of before going and further, because a misfit truck means not only high upkeep, but represents an investment that will prove a liability instead of an asset.

The Manufacturer's Reputation

"Once I was satisfied that I had found the right size and style of truck, I would then investigate the reputation of the makers.

"Is it a manufactured or an assembled truck? Who are the manufacturers? What is their record? Are they financially strong and sound? How long have they been going? What is their reputation as engineers and designers?

"Dependability is the big basic factor to be taken into account in the purchase of a truck and the product selected must be backed by manufacturing experience, integrity and facilities.

"I know that the purchase of a truck is but the beginning of the transaction, for the thing of permanent and paramount moment is to keep that truck running without interruption. That is why the manufacturer should have unlimited manufacturing facilities. Their reputation and prestige must be second to none. They should know conditions under

which trucks are used and build accordingly.

"Then again, the prompt supply of duplicate parts in case of need, thorough factory responsibility and the ability and disposition to co-operate are insured only where the maker is thoroughly responsible and permanent.

Make Sure Of The Motor

"The primary object of my investing in trucks being to serve more customers or deliver and haul more goods in a shorter space of time, I would next investigate the source of power.

"Is the power plant equal to the power demands I would make on it? This would mean that the motor would have to be built for use on trucks, and one that had been proved in years of service by companies hauling goods of approximately the same weight and description as mine.

"I would make sure of its flexibility in making the short stops and starts of traffic zones, as well as giving a steadily uninterrupted flow of power on the long stretches in suburbs and country. I would test it on stiff grades and different types of roads. I would talk with other owners and get their experience of gasoline and oil consumption. As the motor is the heart of the truck, I would thoroughly satisfy myself in every way that my truck would live a long life and not suffer from chronic heart failure."

The Next Three Truck Essentials

"My investigation would next be concentrated on the next three truck essentials—axles, brakes and springs. Are the axle of the proved type as to principle of construction? Are they made of the highest quality material to stand the brunt of my loads without giving out? Are they easy to take apart when in need of overhauling?

"Do the brakes possess super-strength with which to hold the load on all grades? Are they quick to act and stay set when in action? Have they the bridge builders' factor of safety to protect my property and the lives of my drivers?

"The springs must be heavy, but flexible, sturdy and pliant to keep the load away from the frame.

"I would then investigate the width and thickness of the frame to see whether it was of liberal dimensions and constructed to withstand the severe stress and strain of continuous loads. This is the foundation of the truck and the real support of the load.

"Then I would look for such details of refinement as would insure constant service. Among these might be mentioned oiling devices, which should

American Automobiles In Use In The Far East

Shanghai Is Center For China; Hawaii Takes More Cars Than China And Japan

While American cars predominate in China, the future market for motor vehicles in that country depends upon road construction. A report just issued by the United States Bureau of Foreign and Domestic Commerce, Department of Commerce, says that as a general rule there are no suitable roads to be found outside the foreign concessions of the treaty ports, although there are some 150 miles of streets in Peking suitable for motor cars and a few short stretches of road scattered throughout the Republic. The feature that should interest American motor car manufacturers, however, is the fact that there is at the present time a desire for roads and a realization on the part of both Chinese officials and foreign residents that highways are essential to the development of the vast resources of the country. Shanghai is the center for motor cars as a result of its foreign population of approximately 20,000. Registered cars in the city number about 1,300 and some two or three hundred are in storage. There are only 2,700 cars in all of Japan, but the recent prosperity has greatly stimulated the demand and will for some time result in increased sales. Americans have had most of the business since the war started and seem to have the market for medium and low-priced cars well in hand. The abundance of money among the buying class and the desire to own cars is, however, offset by the lack of suitable roads and bridges. The only recent improvements in this respect have come about largely as the result of military requirements. There is a well-defined desire to manufacture Japanese cars, but progress in that direction has necessarily been slow. According to Tom O. Jones, author of the Government's report, Hawaii has purchased more cars than China and Japan combined and the prosperity of this American possession makes it an attractive if limited field for the sale of American machines. An interesting feature is the fact that the sugar companies have found it economical to haul the workmen to and from the plantations each day in motor trucks. In presenting the case for export trade in general, Mr. Jones says that the American manufacturer is coming more and more to appreciate the value of such trade as a great balance wheel, a factor that will allow the factories to carry on increased production through what are usually called the dull months, namely October to March. Because of climatic conditions, the export trade in motor cars is largely a year-round proposition in the Far East and in the Tropics, and in the Southern Hemisphere it is at its height during our winter season. Any influence that may be exerted by rainy seasons is usually such as to relieve the pressure of delivery requirements during what we know as the busy months in American markets. The report is entitled "Motor Vehicles in Japan, China and Hawaii," Special Agents Series No. 171, and is largely concerned with instructions as to how cars may be sold in the countries considered. Copies can be obtained at fifteen cents each from the Superintendent of Documents, Government Printing Office, Washington, D. C., or from any of the district or cooperative offices of the Bureau of Foreign and Domestic Commerce.

War Effects On The Motor Industry

War Will Influence Design

It is asserted by prominent motor vehicle men that the war will have a great influence upon the motor vehicle industry and that real after-the-war models of a year or more hence will reveal the application of many lessons learned by the war development of the aircraft, motor and by the hard trials that cars and trucks have had in the midst of the fighting. Notable among these improvements will be in respect to radiation, lubrication and spring suspension, also carburetion.

In the commercial vehicle field it is quite clear that the war lessons will make important changes in the types of vehicles to be used for commercial purposes for much has been learned concerning the best types of vehicles for different kinds of work and there has been a most notable development of the tractor.

Putting The Tank At Work

The tank, originated from the caterpillar tractor, has carried the development of this type a long way forward, and it is plain that for heavy work the tractor of the tank type is likely to supersede other models. The sure traction of the tank type makes it a satisfactory vehicle for heavy hauling on all kinds of roads, and its construction is such that it is not as destructive of road surfaces as are wheeled tractors or trucks. It will be surprising if the caterpillar tractor with trailers does not become the most common method of handling heavy loads over the roads, especially in view of the tendency on the part of highway authorities to put restrictions upon the heaviest sizes of wheeled trucks, which are extremely destructive to the roads and bridges. The whippet tanks have demonstrated that the tank type of tractor is capable of sufficient speed to make a commercial vehicle of this sort an economical proposition for general haulage.

Not To Desert Motor Car For Aircraft

In view of the great improvement of aircraft through the war there is considerable speculation as to the extent to which the motor car industry will divert its facilities to the production of airplanes for private use. Eventually a large demand for aircraft is certain to come, but it is not believed that the motor car factories will depart to a great extent from an assured market for cars and trucks to launch into aircraft building until the demand has manifested itself. Probably no motor vehicle factory that is now engaged in aircraft work will give up altogether that department, but it will be carried along as a side line for the present.

Prices Will Go Down Slowly

As to motor car prices, there is thought to be little likelihood that pre-war prices will prevail for some time to come. Eventually prices will take a downward slant, with the increase in production and a lowering of prices of materials and labor. That process is likely to be gradual, and the reduction of motor vehicle prices will be slower than their rise. The motor vehicle industry, however, is so highly competitive that the decline from the war-time scale must be as rapid as economic conditions will permit.

There exists no fear in the trade that the demand for motor cars will

not continue to be large. Though the war costs are heavy and taxes must be large for a long time after the peace treaty is signed, the motor vehicle has so thoroughly demonstrated its utility in the war period that it will be indispensable in peace, when time-saving will continue to be essential to enable business men to meet the additional demands upon them. In New England there is now every indication of a large demand for cars and trucks as soon as they can be produced.

PEACE MEANS MUCH TO CHINA RAILROADS

Dr. Wang Chin-chun, Director Of Peking-Hankow Line, Tells Of Conditions

Tokio, January 24.—China's peace delegates and observers are going to France to learn from the great Allied nations, rather than to contribute, but the knowledge brought back to the Far East will be highly valuable in the straightening up of China's internal affairs, says Dr. Wang Chin-chun, managing director of the Peking-Hankow railway, who was a passenger on the Nanking, which left Yokohama for San Francisco yesterday morning. Doctor Wang is on his way to the Peace Conference.

Lessons learned in France will be of special use to the Chinese, Doctor Wang believes, because, in his opinion, China's own peace conference which will open in Shanghai within a few weeks is a sincere attempt on the part of the sectional leaders to unify China. Doctor Wang says that recently he has interviewed the leaders of both the Northern and Southern parties, and that it seems that all are earnest in their desire for a solution of China's internal problems, not for just a patching up of the differences.

Force For National Unity

The railway of which Doctor Wang is the managing director, the Peking-Hankow line, occupies a peculiar position in relation to the warring factions in China. It is the connecting link between the North and the South, and it has been the ambition of the directors of the road to operate the line in the face of all difficulties because of its geographical importance as an influence for national unity.

Great difficulties have been encountered in carrying out this policy. Last year the plague menace threatened the operation of the lines, but the employees worked night and day to protect the trains, and the lines were kept open. The trains of the Peking-Hankow line are at all times subject to military seizure, but only then is operation held up.

Last year was the most successful year in the history of China's railroads, according to Doctor Wang. The gross receipts of the Peking-Hankow line were \$20,000,000, an increase of 20 percent over the receipts of the previous year. During previous years \$19,000,000 was the record in receipts for the line. The greatest hindrance to efficient operation of the railroad under his direction is the shortage of rolling stock.

Interest In Russian Problem

"China looks forward to the time when she will control all of her railroads, and internal peace is a great step in that direction," says Doctor Wang. There is special interest in the country in regard to the negotiations progressing toward the settlement of Russia's railroad problems. The Russian railroad problem is close to the heart of China, and Doctor Wang looks with favor upon the plan for restoration of transportation in

Russia through the aid of the American engineer, Mr. Stevens.

"Mr. Stevens is a practical engineer, who will bring order out of the chaos that maintains in the Russian railroad world. The Russian railroad workers are competent. All that is needed is a responsible force to direct them, and to assure them of compensation for their labors. The same condition maintains in China."

The coming of peace means renewed activity in the building of railroads and the consequent opening of China to the world, says Doctor Wang. He looks for the speedy renewal of work on concessions already granted, and for new projects into the undeveloped country.

Supply Of Gasoline In New Zealand

The Government has authorized the Board of Trade of New Zealand to take charge of the distribution of gasoline, benzine, motor spirits, etc., through approved distributors who are regularly licensed.

The Board of Trade is authorized to fix the retail price at the main centers, and the wholesale price must be sufficiently low to allow of a reasonable profit on that basis. The quantity sold to any one consumer is also fixed at a certain quantity so as to regulate the consumption according to the stocks in hand.

At present the supply is fairly satisfactory, but stocks are not sufficient to carry over for any great length of time, but supplies seem to be coming in fairly regularly.

RIDING THE CLUTCH

One of the commonest mistakes in driving is the "riding" of the clutch, which perhaps a majority of operators indulge in. If the foot is kept constantly on the clutch pedal, even though lightly, the action causes rapid wear of the clutch thrust bearing, and clutch slipping. If the clutch is of the cone variety the facing is worn excessively, while in the disk clutch in oil the extra heat tends to thin the oil and permits grabbing. Drivers should keep off the clutch except when it is to be operated.

FINISHED STEEL

The modern form in which soft steel is used largely is cold finished, called "cold rolled" and cold drawn. By these processes a bright finish is imparted and the bar or sheet is turned out exact to a thousandth part of an inch. Rounds, hexagons and sheets, therefore, are delivered to the user without his having to machine to standard sizes. Shafts are made of cold rolled and are stronger than the same grade of black finished steel.

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Winter And The Battery

A Little Cleaning And Care Prevents Trouble During Cold Weather

Now that winter is lurking around the corner it is an appropriate time to look over the electrical system of one's car and see that this vital part of its anatomy is in good, healthy condition. As Motor Life. Heavier demands are made in cold weather. The lights are used more, and the starting motor has a stiffer task with a really cold engine, both of which impose a considerably increased burden on the storage battery.

To care for a well-installed electrical system is neither difficult nor tedious. But it is highly important! Cleanliness, proper lubrication of working parts, and periodic inspection of the battery and wiring are three excellent rules to memorize and follow.

Cleanliness is important because the dirt which accumulates about electrical conductors tends to short-circuit them. The parts which must be kept scrupulously clean are: 1, the battery, especially the top and terminals; 2, the commutator of the generator; 3, the ignition distributor; and 4, the spark plugs. All of these are subject to short-circuiting dirt, the battery to spilled electrolyte and corroded connections, the commutator and distributor to carbon particles from the brushes, and the spark plugs to carbon deposits.

Every two or three weeks wipe off the top of the battery with a piece of waste soaked in ammonia or a solution of washing soda. Rub the terminals clean and apply to both top and connections a thin protective coating from a greasy rag. See also that the holding-down bolts are tight. A loose battery mounting is a frequent source of trouble.

The generator and starting motor themselves do not as a rule require much attention, and probably have been left alone during the summer without any serious symptoms developing. If this is the case, a little house cleaning is all that is required. While cleaning the ignition system examine the spark plugs. Soak the inside with gasoline and pick out the carbon with a knife or needle. An old toothbrush is handy for cleaning the points. Before replacing the plugs examine the porcelain carefully for cracks and looseness. The wiring is usually so well cleaned and protected that scarcely any attention is required. However, if any of the cables, such as those from the battery along the frame, have collected dirt this should be brushed off.

With everything clean, the lubrication question may be attended to. Lubrication of an electrical system differs from that of the other parts of the car chiefly in the amount of lubricant required. The danger here is over-oiling. About three drops of good thin oil, never more, is the correct dose for each of the magnet or igniter bearings.

Many an unwelcome repair bill is due to the simplest neglect. The possible consequences of even one loose connection are bad enough to make any motorist who realizes it willing to devote a little time to the wiring.

It is of great importance in winter never to allow the battery to run down, on account of the danger of freezing. A fully charged battery will not freeze and therefore no other protection than a full charge is necessary.

Henry Ford Resigns As Head Of Motor Co.

Last Act To Raise Men's Wages; Son Succeeds As President

Detroit, January 1.—A new minimum wage scale of \$6 a day, effective today, a flat increase of \$1 a day for approximately 25,000 employees, throughout the country, was announced today by the Ford Motor Company. Employees of the Ford tractor interests are included. Twenty-three thousand other employees of the Ford interests already receive \$6 or more a day.

Announcement was made also that Henry Ford has formally resigned as president of the Ford Motor Company, his son, Edsel Ford, succeeding him at a salary of \$150,000 a year. Mr. Ford in tendering his resignation gave as his reason his desire to devote more time to the tractor industry. He retains, however, his seat on the board of directors of the company in an advisory capacity.

Edsel Bryant Ford, who becomes the executive head of a corporation representing an investment of close to \$200,000,000, is only 24 years old. He entered the shops of the Ford plant when he was 16 years old to gain a thorough working knowledge of his father's business. He has been acting as executive head of the Ford Motor Company for the last few months, his father having withdrawn from active participation in the management to devote his time to the tractor business and a new national weekly newspaper.

Henry Ford said today that the wage increase is "only a just reward to the men who remained loyal to the company during the war period."

Good Winter Performance Calls For Care Of Motor

Don't Use Choke Too Much In Getting Engine Warm; Radiator Cover Great Help

By Merle Shepard

While in the main the correct way of driving a car in winter is about the same as in summer, there are a few matters which should be noted if the owner wants to secure the greatest possible economy from his car and get the best results generally. The designer of the car has made provisions to allow your car to be driven successfully in the coldest of winter weather. If you do not take advantage of these features of your car you will not get the best results. Furthermore, there are many little things which you can do yourself which will tend to give you better gasoline economy during the winter and also will protect your car from damage due to the frigid temperature.

One of the great mistakes which drivers make in taking care of their cars during the winter is to drive with the choke too far closed. In other words, they are driving with too rich a mixture and the result is that the engine not only carbons more quickly, but the quality of the lubricating oil in the crankcase is rapidly destroyed.

It is necessary, of course, in starting an engine in the winter, to use the choke much more frequently and for a much longer interval than in the summer time. At the same time there is a great amount of damage which can be done by using the choke for too long a period.

No Air
When the choke is closed on an up-to-date car very little air enters the carburetor and the suction from the engine falls almost entirely upon the main jet of the carburetor or on the starting jet in other makes of carburetor. The result is that raw gasoline, very little of which is vaporized, is drawn into the cylinders and finds its way along the cylinder walls past the piston rings and into the crankcase. This gasoline not only eats the lubricant away from the cylinder walls, causing the piston rods to rub on dry cylinders, but also gets down into the crankcase oil, thereby diluting the oil for the main bearings and causing them to wear rapidly.

Some of this trouble cannot be avoided, but if the operator will open his choke as quickly as he can, even though the engine sputters back through the carburetor for a short time, he will greatly reduce the chances of wearing out his piston rings and main bearings, due to gasoline in the oil. For the reason that the choke has to be used so generously in winter, it is necessary to drain the crankcase and replace the oil with fresh oil about three or four times as frequently in winter as in summer.

A great amount of fear has been expressed regarding the freezing of the storage battery. It may be stated here that a fully charged storage battery cannot freeze in the temperature found in this climatic belt even in the most severe winter. On the other hand, a discharged storage battery can readily freeze in our climate. It requires a temperature of at least as cold as 40 degrees below zero Fahr. to freeze a fully charged battery. It requires a temperature of 10 degrees Fahr. to freeze the electrolyte if the battery charge gets as low as 1.150. This is about as fully discharged as a battery in good condition ever gets. A battery with this rating is as low as one which will

give a good light. It does not reach this very often if in good condition.

While speaking about the storage battery it is well to state that if you intend taking the battery out of your car it must be remembered that an idle battery slowly self-discharges, and the need of prevention of freezing is one reason for the insistence that to insure the longest battery life you must charge at least once a month during the cold weather. When you store your battery for the winter it should be put in a room where the temperature cannot become cold enough for freezing, and in addition to this it is necessary to give it

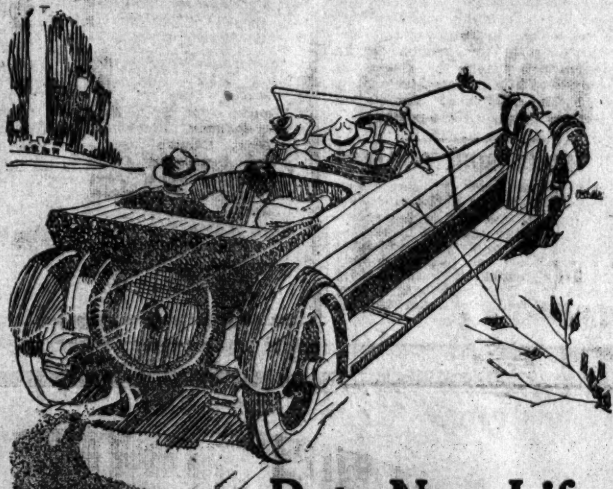
a monthly charge to keep the plates in healthy condition.

Gears Will Drag
If your car is kept in an unheated garage you will notice that the gears drag when you start out. That is, it is very hard to shift into gear without a clash. This is because the oil in the clutch has become stiff and it is necessary to separate the surfaces in some way before the gears will engage and disengage freely. You can very often get around this trouble by depressing the clutch pedal and racing the engine suddenly two or three times, which will break the film of oil holding the plates together and will allow you to shift into gear without getting the dragging clash which all drivers abhor.

Some people believe that a car cannot freeze while it is being driven. Do not allow yourself to be deceived by this. If the temperature is around 10 or 15 degrees or several degrees below the freezing point the water is perfectly capable of freezing while the car is being driven, if you have no cover over the radiator or no non-freezing compound in the radiator. Therefore, if you are not using a non-freeze, be sure to cover your radiator partially so as to avoid the danger of freezing while driving.

Chandler Owner Runs 326 Miles In 11 Hours

Bert Hamilton, Peoria, Ill., established a record run recently, when he drove his Chandler Six from Greenville, Ohio, to Peoria, a distance of 326 miles, in 11 hours. Eighteen gallons of gasoline were used in making the trip, or an average of 18 miles per gallon, and upon his arrival in Peoria Mr. Hamilton used only a quart of water in filling the radiator.



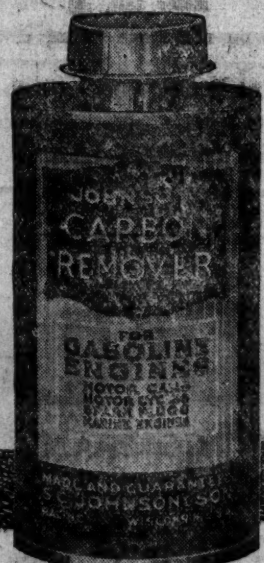
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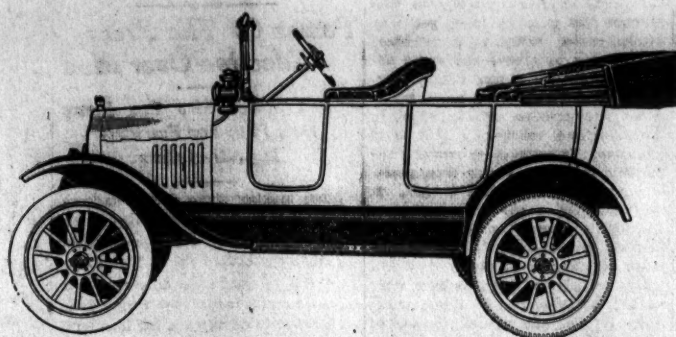
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A Brief History Of The Automobile

By Milton J. Badlong

(Vice-President and General Manager
Gaston, Williams and Wymore, Inc.)

What, a horseless vehicle—one that will furnish its own motive power, move rapidly and be guided safely through busy streets? Bah! Absurd! Impossible!

So the doubters doubted, the laughers laughed and the scornful scorned. But subsequent developments proved that they reckoned without their host. And to think this was but a score of years ago!

History records no other development of a single industry approaching that of the automobile. The pessimistic have been trampled under foot and forgotten, while the optimistic have seen even their most courageous predictions so far exceeded that they fairly rub their eyes in wonderment.

The 4,242,139 automobiles now in use in the United States alone is conclusive evidence that the "idle dream" of yesterday has become a reality. In less than twenty years the "horseless vehicle" has developed into the greatest single material boon to man in all history. Today great speed and power, combined with luxurious features, make it at once the ideal vehicle for both work and play.

The Development Of The Automobile
The first man to actually build a road vehicle driven by an explosion engine was Carl Benz of Mannheim, Germany. This vehicle was a tricycle, and the engine was set on its side, the flywheel being horizontal. The Benz concern later produced a light-runnout, 3,000 of which were manufactured in the early nineties.

The gasoline automobile was the result of the invention of a light liquid fuel internal combustion engine by Gottlieb Daimler of Cannstatt, Germany. In his younger years he was associated with Dr. N. Otto, the inventor of the gas engine. Later he started out for himself. He applied his first light motor to marine work. In 1886 he exhibited his motor in Paris, and a license to manufacture them in France was secured by a prominent French financier. This financier died within a year and the patent license passed to his widow, who subsequently married a man, a descendant of the famous Marquis de Laval, and who was a manufacturer of wood working machinery.

M. Laval became greatly interested in the automobile industry. In the time the Chicago Times-Herald organized a road contest. This race occurred on Thanksgiving Day, 1895. Although fifty cars were entered, only seven started from the official starting point, Midway Plaisance. Only three passed from the south to the north side of that city. The conditions were unusually difficult, the streets being covered by six inches of snow and slush. This made the draft very heavy.

The race course covered a distance of 15 miles and was won by the Duryea carriage, the invention and design of Chas. E. and Frank J. Duryea, residents of Springfield, Mass. They were awarded the prize of \$2,000 offered by H. H. Kohlsaat, publisher of the Times-Herald. The Duryea carriage required about 11 hours to make the trip. The only other car to finish the race was an imported Benz entered by the H. Muller Manufacturing Co. of Decatur, Ill. An electric vehicle was also entered in this race by Morris and Salom, of Philadelphia, Pa., but was able to cover only about one-quarter of the prescribed distance.

This contest created an enormous interest in automobiles throughout the country. Numerous inventors took up experimental work but soon gave up for lack of necessary funds. A few well-financed concerns also undertook the development of the automobile, partly because of the stagnation in other lines of manufacture following the panic of 1893. After general conditions improved most of these abandoned their efforts, realizing the enormous amount of experimental work and capital still required to produce a practical car.

One Of The Early Problems
One of the great problems of the early days was the selection of the most suitable motive power—steam, gasoline or electricity. These being all that were available. At that time the electric motor had been developed to a high degree of usefulness as a street car motor. The electric carriage had the virtues of being simple, cleanly and silent. Unfortunately, however, the storage battery was very heavy and comparatively inefficient.

Beginning in 1896 numerous companies were organized in America to manufacture and exploit electric vehicles. The capitalization of some of these ran into millions of dollars. Several of these companies operated electric cabs, the driver being perched high on top of the battery box in front. These were to be seen on the streets of New York, Chicago, Philadelphia and Boston during the later nineties. The "Fifth Avenue Coach Co." of New York, is today a direct successor to the New York Electric Vehicle Transportation Co., which operated electric cabs during the earlier period.

It was soon recognized that the field of usefulness of electric vehicles was circumscribed. This was due largely to the comparatively small mileage obtained from a single charge. The question then arose as to whether gasoline or steam offered the best solution of the problem.

The steam auto engine itself had already been highly perfected. The parts of the steam automobile which required the greatest amount of experimental work were the boiler, burner, fuel and steam control. Gasoline automobiles also presented numerous difficult problems to the inventor. The ordinary explosion motor engine of that date was absolutely inflexible—could be operated at one speed only. To adapt this motor to road work it was necessary to render it flexible, also to make it much more powerful in proportion to its weight and eliminate excessive vibration and noise.

The First Successful Light Car
In 1899 the Stanley Brothers of Newton, Mass., dry plate inventors,

produced a light steam car weighing but a little over 400 pounds. In many respects it was far superior to any other car which had been produced up to that time. It was inexpensive to manufacture, silent in operation, powerful on hills and comparatively easy to control. Two companies were organized—"The Locomobile Company of America," Bridgeport, Conn., and "The Mobile Company of America," Tarrytown, N. Y. The manufacture of these cars was then started on a large scale and a world-wide market was soon created. During the first year more than 1,000 cars were manufactured and sold, a phenomenal record for that time.

The rapid advance of the steam automobile had a tendency to discourage the gasoline men, yet they worked along with their machines endeavoring to secure the same advantages as the steam vehicle possessed. It was especially necessary to make the gasoline vehicle silent in operation and reasonably free from vibration. In some other respects the gasoline vehicle was even then greatly superior to the steam vehicle. It was instantly ready to start on a journey, consumed only about 1-3 as much gasoline and there was very much less danger of fire.

Double cylinder opposed cars were made as early as 1897 by the Haynes-Apperson Co., one of the pioneers of the industry in this country. The first machine built by this company in Kokomo, Ind., in 1898, is now on exhibition at the Smithsonian Institution in Washington, D. C.

Getting On A Practical Basis
The first big road contest in this country was run between New York and Buffalo in 1901. It was called off at Rochester owing to the assassination of President McKinley at the Pan-American Exposition in Buffalo. European designers by this time had progressed to the four-cylinder engine, and a great many cars were imported into America. During 1903 American designers also took up the four-cylinder type. The first four-cylinder cars sold for about \$3,000. Gradually the price came down, but it was not until Henry Ford announced at one of the New York shows that he would produce a four-cylinder car selling at less than \$500 that a really popular car with this number of cylinders materialized. The first year from the time of this announcement Mr. Ford made good his promise by placing on the market a light car with a four-cylinder engine and planetary transmission which sold for \$500.

The panic of 1907 did not greatly affect the automobile industry. For a time there was a flurry and a few of the poorly financed concerns failed, but it was not long after the panic that some of the large concerns in the automobile industry, like the Reo Motor Car Co. and others, began to lay plans for the production of moderate sized cars in lots of thousands, which enabled them to produce really serviceable cars at an attractively low price.

The 8 And 12-Cylinder Car
The four-cylinder engine held the field for several years, but it was not entirely free from vibration. Experts figured that an increase in the number of cylinders would eliminate this objectionable feature. The first six-cylinder cars, so far as is known, were built in America by the "Automobile Co. of America," in Jersey City, and were exhibited at one of the New York shows. The company, however, subsequently failed. The first six-cylinder model belonged to the Napier Co. of England. About 1910, American manufacturers began to take up the six-cylinder engine for high grade cars, and this type soon achieved so much popularity that in 1916 there were more six-cylinder models exhibited at the New York show than four-cylinder models. In the last few years eight and twelve-cylinder cars have also been produced with gratifying success.

"The Locomobile Co. of America"
abandoned manufacturing steam cars in 1903, and since that time has been producing gasoline cars only. In 1903, the White Sewing Machine Co. brought out a steam automobile involving an entirely new principle of power generation, and it soon became a prominent factor in the automobile field. The White Company continued the manufacture of steamers until 1907, but now manufactures gasoline cars exclusively.

In 1907 the Stanley Brothers of Newton, Mass., again began the manufacture of steam cars under their own name, and have been producing this class of cars ever since. For several years they were the only firm producing steam cars, but during the past year another firm has entered the field in Detroit.

Extend Your Daily Limit

Extending your daily limit is a good thing. It doesn't mean necessarily working longer hours. Your limit can be increased by increasing your mobility—your mobility.

Look around you. The big men all seem to have automobiles—but the interesting point to decide in your own mind is whether they were big at first, or whether the automobile didn't play a large part in their growth.

It has been argued time and again that the average man in this day and age buys an automobile without much urging—but in the same breath the same admit that he doesn't do it as soon as he can. Why the average man waits before motorizing himself is hard to comprehend.

—Chicago Daily News

Power Of The Press Effective Over Mud

United States Tire Co., Hears New Plan For Extraordinary Mixed Cars

Since making some simple suggestions a few weeks ago for helping the motorist whose car has been stuck in the mud, the United States Tire Company has received from different parts of the country additional suggestions as to what to do when a car is solidly anchored in the mud.

From a motorist who lives in a section where mud roads are common comes a suggestion which its author guarantees as the best remedy for such a situation short of a pair of hunky mules. He states that he has tried the method on numerous occasions and that it has never failed to work. He says:

"I always have stored away somewhere in my car a stack of old newspapers. They don't take up so much room but that I can always find a place for them. When I strike a mudhole and the wheels begin to fly around in that exasperating way which tells me that I am firmly and indefinitely stuck, I get out my bundle of papers.

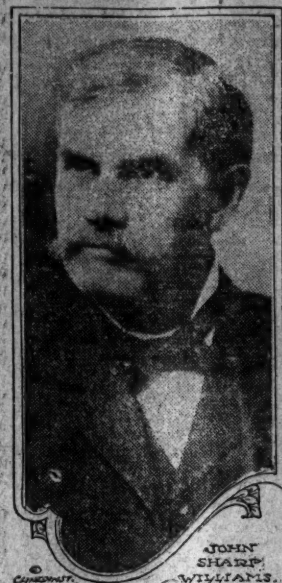
"Taking a newspaper, I fold it in half horizontally across the page and proceed to the task of working the paper between the tire and the mud. This is a simple matter and is accomplished by feeding in the paper while the wheels are being revolved. I feed the paper in lengthwise. Usually only a few will have been worked in when the tires will begin to grip and the car start forward. If a few don't do the work, keep on feeding in the papers until good traction is gained.

"This method of handling a difficult situation is so simple and so uniformly successful, that every motorist should know of it. If he is not equipped with some other apparatus for such a contingency, he should always have a little pile of newspapers stored away in some empty place in his car.

"In many localities it might be possible for an automobilist to secure old newspapers from neighboring houses, but when the mishap occurs in some lonely spot, lucky is the man who has some old newspapers in his machine."

France Will Make American Starters
A French Delco Company has been formed in Paris, with exclusive rights from the Dayton, Ohio, concern, to manufacture electric lighting and starting apparatus in France and in French colonies. The company, which is known as the Societe Francaise des Appareils Delco, has the following prominent men on its board of directors: Clement-Bayard, Tomine, Bailot, Barbaroux, Cantinsouza, Nicolas, Polin and Repussenau. Clement-Bayard is the president of the motor car company bearing his name, Tomine was business manager for the Delco company prior to the war; Bailot is the biggest motor specialist in France; Barbaroux is chief engineer of the Lorraine-Dietrich Company.

Predicts Union Of British And U.S. Navies



In a recent statement on the floor of the Senate John Sharp Williams, senior Senator from Mississippi, declared that President Wilson will seek the agreement of Great Britain to the union of the United States and British fleets, which, by their paramount power, would control the peace of the world. "That is what Woodrow Wilson went to Europe for," said Senator Williams.

Secrets Revealed Of Our Radio Plants

Station At Annapolis Most Powerful, But One At Bordeaux Will Surpass It

Annapolis, Md., December 21.—With the ending of the war some facts about the uses to which the great radio station at the Naval Academy has been put have been permitted to be made public for the first time. It is still the largest and most powerful station in the world, the station which is being erected in France by the United States Navy

having been completed, and the plant here is the great sending station of the Government in connection with its long distance radio service.

The station in France is at Bordeaux. It was understood that this had been completed and in use, but it will not be finished for several months. It will be known as the Lafayette station, and it is probable that it will be turned over to France for the cost of construction.

The tremendous power of the station in France is indicated by a comparison in a physical way with the Annapolis station. The station here is based upon four steel towers, each 600 feet high. The station in France is based upon eight towers, each 850 feet high. In fact, the range of the new station will be practically without limit, and should exceed by thousands of miles that of any other station.

It is stated that practically all the orders to United States naval vessels in every part of the world have been sent through the Annapolis station. In addition messages have been sent to our diplomatic representatives and officers of the army in England, France and Italy. It was an object in constructing the station, aside from the purpose of communicating with the ships of the navy, to make communications with the army absolutely independent of the cables and beyond the possibility of interference from other radio stations.

The Annapolis station has also communicated with the stations at Panama and at Honolulu. The latter is believed to be the greatest range which radio communication has yet obtained. Messages were sent daily to the George Washington during the trip of the President and his party to France, and it is understood that they are still being sent to him through the same means.

It is possible that the completion of the station in France will make a circuit of the earth possible. The Annapolis station has sent messages to Rome, on the one side, and to Honolulu, on the other. This country has stations at Guam and in the Philippines. The latter station is so powerful enough to send messages to Rome, which would complete the round, but it is highly probable that the new station in France might communicate with the station in the Philippines. Certainly, the circuit will be completed in a comparatively short time, by the erection of some station or stations between these points.

TO FIND CARBURETOR LEAKS

An excellent way to locate suspected leaks in the carburetor float is to immerse the part in hot water. In this way any gasoline in the float will be vaporized and will force its way out of the hole, which may be located by watching for the bubbles to rise. The float should, of course, be removed from the water the instant the bubbles appear.

Hudson 'Six' Supply Limited, Says Haupt

President Of Big Motor Concern Looks For Open Car Shortage

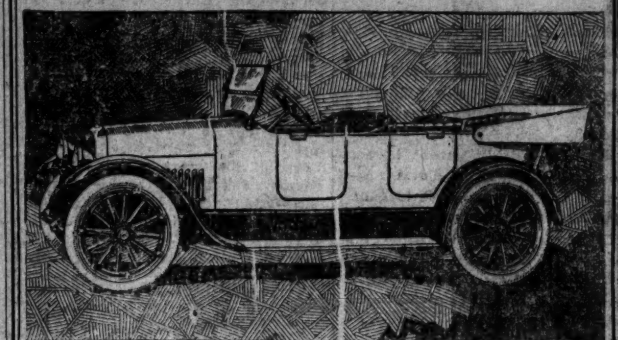
"Business is fine" says Harry S. Haupt, president of the Hudson Motor Car Company of New York, "and the only question worrying us now, is will we get enough cars from the Detroit factory to meet the needs of our customers."

"So far as closed cars for this win-

ter are concerned we are in a particularly fortunate position and can probably squeeze through until Spring, but three months from now we will not have enough cars to meet the demands of our customers."

"In other words I look for a serious shortage of open cars due to the fact that the production of open cars was suspended for several months at the Hudson factory and they now inform us that we can expect no more open cars for several months. This being so any one needing a Hudson Super-Six open car had better place their orders now as our present stock will soon be exhausted."

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This New LIGHT-FOUR Sets a Value Standard

What other car at this price gives you these quality features?

Beautiful Stream Line Body Design. Tilted Windshield. French Plaid Upholstery. Adjustable Foot Pedals. Horn Button on top of steering wheel. Gas and Spark Controls on top of steering wheel.

Instrument Board tilted at most convenient angle. Carpeted, Limousine-type Foot Rest in tonneau. Blackmore Door Curtain Openers. Ventilating Catch on front doors. Low, Roomy, Comfortable Seats.

Beautiful in Design Thoroughly Modern Mechanically Right

ALL the genius and resources of the great Studebaker factories have been centered upon making this the greatest value light four ever offered to the American public. Because Studebaker manufactures practically all of its own parts in its own plants, assemblers' profits have been eliminated. This saving and the constant improvements in manufacturing methods and processes, have made it possible to come to you with this extra value even at a time when it is customary to ask more and give less.

The supply will naturally be limited this year, so do not postpone your investigation of this car. See it at our sales rooms today.

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Judge no tyre by its appearance! Put each make of tyre under the speedometer test, systematically checking off your mileage on a mileage record chart.

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Fiat Announces Post-War Program

There has been not a little speculation as to what would be the post-war program of the Fiat Company, a concern which has developed during the war until it has now a staff of 40,000 workpeople and a factory which is claimed to be the biggest of its kind in Europe.

The peculiar position of Italy has tended towards the development of the motor industry in that country more than in any other. Entering the war later than England and France, the Italian motor car factories were already producing for the Allies before they became belligerents. The Government policy, too, has been to keep the motor car factories on motor work and not switch them over to other classes of engineering. Italy mobilized 5,000,000 men and yet was able to find the motor transportation for this vast army entirely within her own borders. In addition she was able to supply large quantities of motor vehicles to her Allies, including even America.

No other nation occupied such a position, for England and France had to appeal to America at an early date, and France has always taken about 20 percent of the product of the Italian factories for army use. Even America, with its immense production possibilities, found it necessary to apply to Italy for motor vehicles and for at least six months the American Air Service in France was entirely dependent on Italy for its transportation. Naturally, after the first mass of troops had been brought over and transportation became easier this dependence became less and pronounced.

This explains why Italy, which before the war was noted more for the quality than for the quantity of its motor cars, has been able to become one of the biggest European producers.

In the case of the Fiat, whose output is equal to that of all the other Italian factories combined, the development has been towards complete independence of outside supplies. Excluding tires, the company now manufactures 99 percent of its product in its own shops and will reach a 100 percent in basis in a short time. All electrical appliances are a Fiat production. Even such accessories as speedometers, clocks, horns, jacks, etc., will be made under the common roof.

It is not the intention of the Fiat Company to concentrate on a single model; the number of types, however, has been reduced to what is considered to be a minimum for the international market entered for. The lowest-priced vehicle will be a light car, a special type of low-cost car developed to meet European conditions, where low cost of taxation, low fuel and tire costs are matters of primary consideration.

Concentrate On The Six For the full touring model and for the high-class car the Fiat engineers have decided on the six-cylinder engine in preference to the eight or twelve. This choice has been made after close observation and exhaustive comparative tests under both normal and war conditions of various cars with more than six-cylinders. The conclusion arrived at is that there is no advantage to be obtained, even for the highest class of vehicle, in going beyond six-cylinders.

It has been decided that all models, from the cheapest to the most expensive, shall be fitted with electric lighting and starting specially designed for that particular chassis. The electrical department is now an important branch of the main factory and is in a well developed condition. Electric lighting has been fitted to all touring models, supplied to the army for the past three years, and the units have thus been thoroughly tried out under the most adverse conditions. The electric starter has also been fitted to several thousands of cars supplied to the Allied armies. Detachable metal

wheels will be a part of the standard equipment of all cars.

Electric Lighting And Starting

In adopting electric lighting and starting throughout, the Fiat engineers believe that they have abolished the necessity for the magneto. Probably some cars will be built after the war with magneto ignition, but the magneto is no longer looked upon as an essential part of an engine and its total elimination can almost be counted on. This change has been made possible after three years war experience, during which time a very complete electrical department has been developed.

Another mechanical change of interest is the adoption of detachable cylinder heads. The determining factor in this direction has not been the extra facility afforded to clean out carbon, but the higher engine efficiency obtained from the completely machined combustion chamber. With the fixed head there is a certain portion of the combustion chamber which cannot be machined. The result is slight variations in compression; also the rough points heat and collect carbon, which provokes engine knock.

Detachable Cylinder Heads

There were other difficulties to be overcome, such as efficient cooling of the head, the securing of gas and water tight joints, and also the minor question of external appearance. After very thorough comparative tests, extending over a long period, it was found that with the detachable head a decidedly higher horse-power was obtainable. On a nominal 10 hp. engine an increase of 4 hp. was obtained entirely by the use of a completely machined detachable head. Petrol consumption was decreased; there was a lesser tendency towards undue stresses on the bearings by reason of the ease with which carbon deposit could be removed; further the carbon deposit was smaller in the detachable head engine than in one with fixed head. All the objections were of a manufacturing character, namely the securing of a gasket which would not blow out or leak, the obtaining of adequate cooling around the studs, and external appearance. These three points having been covered by very careful design and experiment, the balance lay decidedly in favor of the detachable head.

Much Weight Saved

Considerable savings of weight, running as high as 35 percent for the entire chassis, have been made possible by the war experience gained with cars and aviation engines. Some of this weight reduction is due to higher engine efficiency, making cylindrical capacity smaller for a given horse-power; much is due to the special alloy steels only exceptionally employed before the war, but now in common use; a certain percentage is due to better designing. The resultant is economy for the car owner.

Commercial Cars

Commercial motor vehicles will form a separate and distinct branch of the Fiat after-the-war production. During the hostilities Fiat has been called upon to deliver lorries to every Allied army in the field and attained a production of 100 vehicles a day. The fact that this quantity production could be reached is proof of the suitability of the lorries under extreme war conditions. Peace and war requirements, however, are so different that new commercial vehicles will be put on the market as soon as all the army needs have been met.

An agricultural tractor department has already been established and tractors are being supplied to the public. This was done on the request of the Italian Government in order to cope with the food shortage. Apart from the question of transportation it was found that American tractors did not give satisfaction in Italy, where the soil is very heavy and hard and where these machines have to work on the land 250 days a year.

The after-the-war models are as follows:

| | Model 500 | Model 501 | Model 502 | Model 503 |
|--|--------------|--------------|--------------|--------------|
| Engine, vertical monobloc..... | 4 cyl. | 4 cyl. | 6 cyl. | 6 cyl. |
| Horse-power..... | 5-12 | 12-16 | 25-35 | 35-45 |
| Weight complete with touring body..... | 1,200 lbs. | 1,900 lbs. | 3,100 lbs. | 3,900 lbs. |
| Speed with full touring body..... | 38-40 miles. | 44-47 miles. | 50-56 miles. | 56-63 miles. |
| Wheelbase..... | 95 ins. | 105 ins. | 130 ins. | 143 ins. |
| Track..... | 43 ins. | 49 ins. | 65 ins. | 48 ins. |

The Matter Of Accessibility

If motor car parts never required adjustment or other attention or never needed to be removed for repairs or replacement, it would make no difference how they were arranged in relation to each other. In point of fact, however, they do require work done upon them and have occasionally to be detached and thus it is very necessary that they should be so placed as to be gotten at with the utmost convenience and to be removed with the least labor and disturbance of other neighboring parts. This is especially true of such parts as the carburetor, ignition system, starting and lighting apparatus, water pump, valves, oil pump and strainer, as they require quite frequent adjustments and other attentions. This matter of "accessibility" is therefore one that should be very closely looked into in selecting a car, for the following reasons: A car that possesses accessibility in a high degree is pretty sure to receive better care than one which does not, because it can be attended with so much less inconvenience, less soiling of the clothes and less expenditure of time. It is only human nature to put off needed work on an inaccessible part until some damage may have resulted from the delay. It is also natural to have inconveniently located

parts attended to at a garage, at some expense, when no outside labor would be called for if they were handily located. Cars are seldom kept well lubricated that do not have all their lubrication points accessibly located, for owners are averse to assuming contorted attitudes to screw down grease-cups. It is, however, when a part has to be removed that inaccessibility is most annoying and most expensive, for it often happens that, in order to remove a broken or worn out part, many hours if not days of garage labor are required to pull down all the interfering parts and the same amount of time to put them together again, while the actual replacement of the damaged part is the work of minutes and its cost is the very small item in the bill. A car may be but of service for days having a replacement made, when, if its designer had sufficiently taken accessibility into account, but a few hours loss of use would have been incurred. In examining cars with a view to purchasing, it is well to ask such questions as these: In case of rear-axle trouble does the whole "rear-end" have to be removed? If clutch trouble develops does the whole power plant require disassembling?

New Gear Drive System Improvement For Trucks

Heavy Duty Machines To Be Featured By Double Reduction Appliance

A marked improvement in the design of heavy duty motor trucks, resulting in high efficiency in developing and utilizing power, has been announced by The White Company, Cleveland.

Three and five-ton trucks hereafter built by this company will have, among other improvements, a new drive system known as "double reduction gear drive," in which the usual side driving chains and sprockets are replaced by a set of gears enclosed in the rear wheels, running in oil driven through a live axle of the floating type.

Tests of the new trucks in various kinds of heavy duty work have shown a reduction in operating cost. The design is of especial interest to truck users because, in addition to showing the solution of an important engineering problem, it keeps every advantage of chain drive and has other advantages of its own, which better transportation for the business man.

This, the company states, is the only result that would justify changes in the design. Under the company's policy not to make changes unless greater efficiency is assured, many new things which appeared attractive when viewed as innovations failed to measure up to The White Company's criterion of efficiency.

More Efficient

Nearly three years ago, when the company announced in a published statement that its heavy duty trucks would continue to be chain driven until a better form of drive was de-

veloped, the company was convinced from its own tests that there was no other form of drive in a heavy duty truck which operated as efficiently under all circumstances as the chain drive. It was this conviction that led to the development of the double reduction gear drive.

Whether the drive in a truck is by sprocket and chain or by gears, it must have the correct gear reduction to operate easily and flexibly. The chain and sprocket afforded a double reduction system—one reduction in a jackshaft, and a second reduction in the chain and sprocket wheels—thus giving a large range of gear ratios and, consequently, a greater flexibility than can be had in any single reduction shaft drive unless the gear housing is made very large and the rear axle, in consequence, heavy and unwieldy. Chain drive also has this advantage: Power is applied to the rear wheels on a sprocket attached to them. Power is thus applied nearer to the wheel rim and by a rolling contact between the chain and sprocket.

New Reduction Gear

The new double reduction gear drive accomplishes the same result. There is a first reduction through the bevel gear and drive pinion in the center of the rear axle, from which the power is carried by a live axle of the floating type through the center of the housing to a gear at the wheel end of the live axle. This gear, in turn, meshes with a second gear (carried on the housing of the live axle, but inside the hub case of the rear wheel), and this second gear

in turn meshes with a ring gear attached to the wheel inside of the hub case.

In this way of applying power to the wheel a second reduction occurs between these three gears in the hub case very similar to the reduction which takes place between the sprocket wheels of a chain drive. The power is applied at about the same distance from the rim as it is in the case of the chain drive, thereby retaining that advantage. This use of gears makes a rolling contact throughout, without any elements to produce friction.

The adoption of the floating type of rear axle and the train of gears in the hub case of the wheel enables the whole mechanism to be entirely encased and run in oil. The result is a comparatively frictionless running axle that cannot be cramped or get out of line, and has all of the operating advantages of chain drive with the added advantage in point of maintenance of being enclosed in a dust-proof case and running in oil.

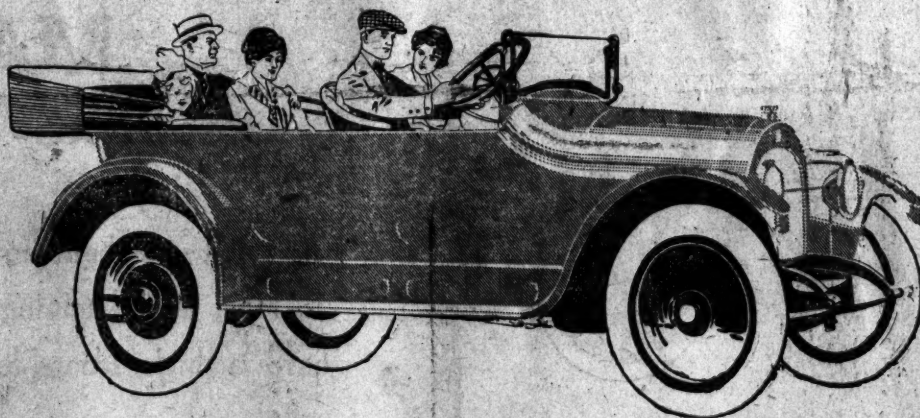
Weight Is Less

Chain drive had a further advantage over other types of rear axles in the fact that its unsprung weight was considerably less. The double new reduction rear axle has the same advantage in that the unsprung weight of the truck has not been increased, but, in fact, decreased a little. The result will be at once apparent in the life of the tires.

As in chain drive, the whole design is extremely simple. All parts are readily accessible. The live axles may be withdrawn without disturbing the wheels, and the wheels themselves can be readily removed if desired. The bevel drive and differential gears are carried in ball bearings on a detachable axle plate, and may be removed as a unit. Gear ratios can be quickly changed if necessary.

With this improvement the company has also improved its engine design, cooling system, brakes and minor parts.

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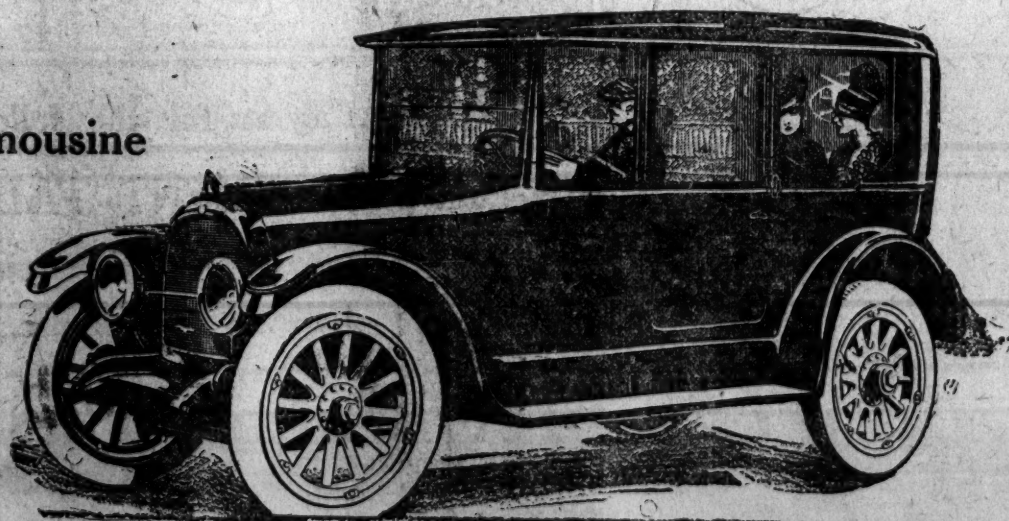
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Torino.....Fiat Cars

Arrangements were made some time ago for monthly deliveries of the above mentioned cars.

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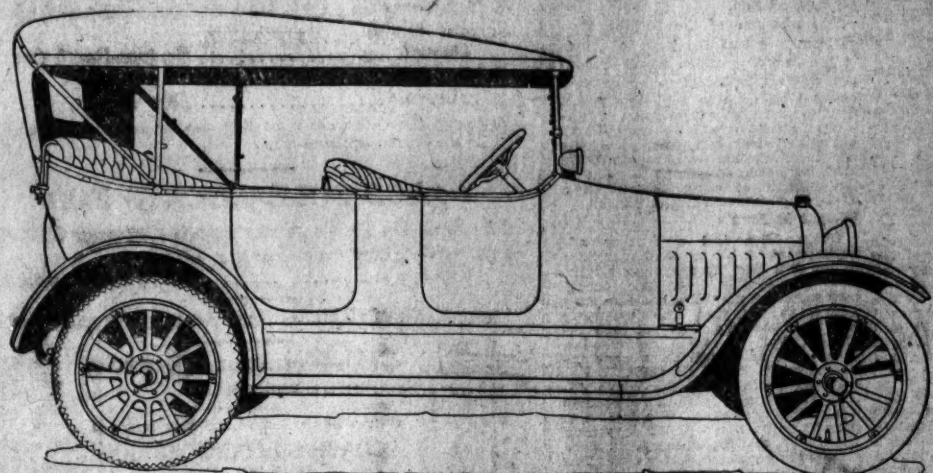
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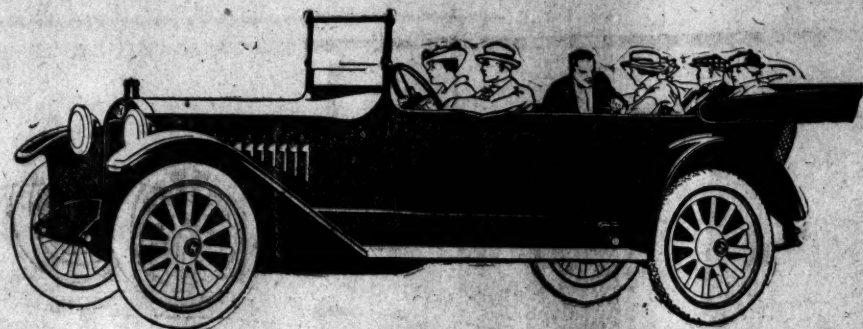
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These cars have a reputation for REAL VALUE, REAL SERVICE and REAL SATISFACTION to the owner.

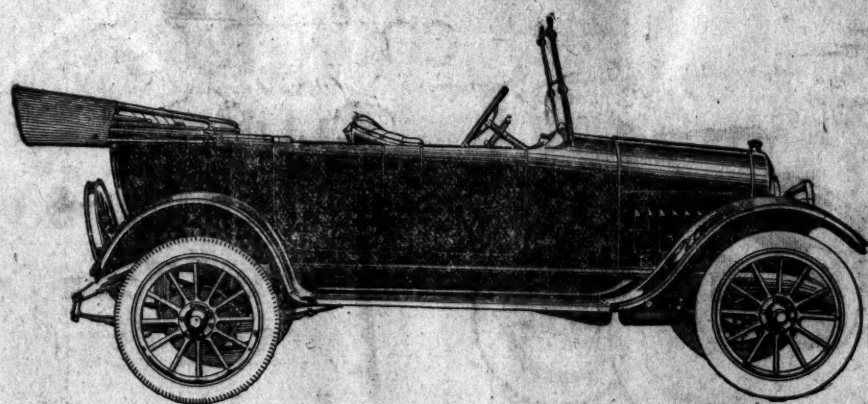


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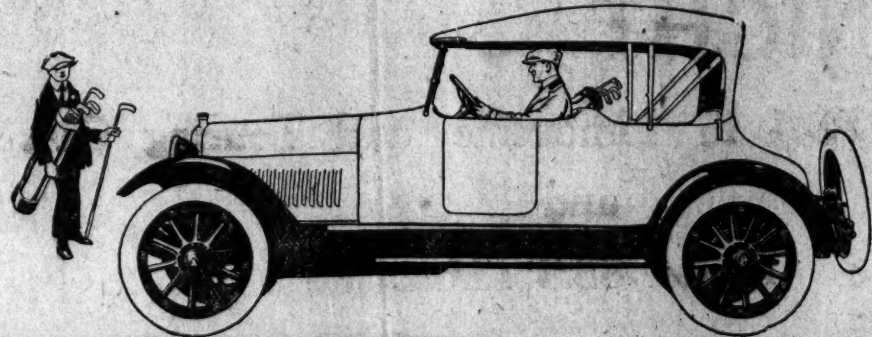
"The Comfort Car"



MAXWELL

Roadsters and Touring Cars

Maxwell are built for hard, unfailing service. Their cost is low; their running and upkeep expenses small; they have a high second-hand value.



CHANDLER

6-Cylinder Roadsters and Touring Cars

These models are a combination of the sturdy, the rugged, and the beautiful. In chassis and coach construction the Chandler leaves nothing to be desired.

We are agents for the following well-known British cars:

NAPIER-SIX — CLEMENT-TALBOT — ROVER — STANDARD

The factories have been released by the Government and cars are now being manufactured. We expect to receive shipments within a very short time.

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THE EASTERN GARAGE

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Bringing Up Father

IF YOU SIGN THAT RESOLUTION NEVER TO GO OUT NIGHTS WITHOUT MY CONSENT- I PROMISE I'LL NEVER HIT YOU WITH ANOTHER ROLLING-PIN AND I'LL PUT UP A THOUSAND DOLLARS TO GO WITH IT.

HERE'S THE RESOLUTION- ALL SIGNED.

I JUST WANT TO SHOW YOU- MAGGIE DARLIN'- I'M A MAN OF ME WORD.

I'LL KEEP THE RESOLUTION AND MONEY IN MY SAFE.

BY GOLLY- I FORGOT ALL ABOUT THAT- AN I GOT A TICKET FER THAT AFFAIR.

NEW YEARS EVE BALL AT THE CEMENT MIXERS HALL
COME EARLY AND GO HOME LATE

MAGGIE- WOULD IT BE ALL RIGHT IF I WENT OUT TONIGHT AN STARTED ON MY RESOLUTION TOMORROW?

NO!

HAPPY NEW YEAR- JIGGS- I SUPPOSE I'LL SEE YOU AT CLANCY'S PARTY TONIGHT

IS HE GIVIN' ONE OF THEM GOOD OLD TIME PARTIES OF HIS?

USE KIND WORDS- JIGGS- A LOT OF SOFT SOAP.

MAGGIE DARLIN'- WILL YOU PLEASE--

I SAID NO AND I MEAN NO!

THEY'RE ALL GOIN' TO DOOLEY'S GROVE FOR A CLAM CHOWDER AN WILL BE AT MY PLACE LATER- WHY DON'T YOU KICK IN?

MAYBE I WILL-

HAPPY NEW YEAR

MAGGIE- HAVE A HEART-

HOW MANY TIMES MUST I TELL YOU **NO! NO!**

I'LL SEE YOU LATER

JERRY- LET SPIKE OUT WITH ME FOR AWHILE I WANT HIM TO A FAVOR FOR ME-

IF IT'S HONEST- I DON'T THINK HE CAN DO IT.

NOW- HURRY UP AN GIT IT OPEN- SPIKE.

ME FINGERS ARE A LITTLE RUSTY FROM BEIN' IN THAT DAMP CELL SO LONG!

THIS IS FOR YOU- SPIKE- NOW GO BACK TO JAIL LIKE A GOOD MAN.

THIS IS THE FIRST HONEST MONEY I'VE EVER EARNED!

JUST PUT THEM ALL BEHIND THE DOOR.

SORRY- LADY- BUT WE COULDN'T GIT ANY OF THE IRON ONES THAT YOU ORDERED.

SHANGHAI, SUNDAY, FEBRUARY 9, 1919

ALL-AMERICAN IS NAMED BY CAMP

Pick Of College Football Teams Of Country Made As Before War

SMALLER SCHOOLS FIGURE

Says Some Of Eleven Will Match Up To Best Of Former Years

Left end Robeson, Rutgers Left tackle Hilly, Pittsburg Left guard Alexander, Syracuse Center Day, Georgia Tech Right guard Perry, Annapolis Right tackle Usher, Syracuse Right end Hopper, Pennsylvania Quarterback Murray, Princeton Left halfback Davies, Pittsburg Right halfback Roberts, Annapolis Fullback Stakete, Michigan Second Eleven Left end Weeks, Brown Left tackle Henry, Wash. and Jeff. Left guard Stahl, Pittsburg Center Depler, Illinois Right guard Scaffa, Annapolis Right tackle Ripley, N. Car. Right end Fincher, Georgia Tech Quarterback Robb, Columbia Left halfback Frisch, Fordham Right halfback McLaren, Pittsburg Fullback Flowers, Georgia Tech Third Eleven Left end Schwarzer, Syracuse Left tackle Goetz, Michigan Left guard Huggins, Brown Center Calahan, Princeton Right guard Gordon, California Right tackle Neylon, Pennsylvania Right end Tresselt, Wash. and Jeff. Quarterback Ackley, Syracuse Left halfback Eckberg, Minnesota Right halfback Kelley, Rutgers Fullback Butler, Annapolis

After a lapse of a year Walter Camp has revived his annual custom of naming the All America football teams. His intercollegiate selections, which are to be followed by his All Service eleven, are made in Collier's Weekly and show a profound study of the situation in a season that made the selection of stars even more onerous a task than usual.

Mr. Camp reviews the intercollegiate season in detail and then digs right into the job of naming his stars. He has the following to say:

"As to the All America team, there was a very fair field from which to pick, and the teams selected would bear favorable comparison with those of any year when war and influenza made less inroads upon time. The reason for this is twofold, first, it really does not take as many hours a day to make a man fit to play football as some of the old taskmasters believed; and, second, we had a goodly number of natural football players."

"Now, to study the team in detail shows this. There never was a more serviceable end, both in attack and defense, than Robeson, the two hundred pound giant at Rutgers. The deadly tackling Hopper of Pennsylvania makes a good mate for him. Tackle material was plentiful, and no more active, powerful, and aggressive pair ever came on a field than Hilly of Pittsburg, and Usher of Syracuse. As guards, Perry of Annapolis fitted in well with Dobie's attack and defense, and Alexander of Syracuse was a whirlwind with weight. Day Best Of Centers "The run of centers was not so good in numbers, but Day of Georgia Tech was first-class both in handling the ball and in defensive work. Quarter backs of quality were numerous, but Murray of Princeton showed a better offensive strategy than Robb or Hackley and that generalship earned him the position. He is a natural general and, more than that, he is an attacking general. As for a back field, neither the first nor second string need ask favor of the backs of any previous season. "Davies of Pittsburg is a star runner in any combination, a good in-

Smiles from the Mixed Court

The employer for whom Sung Young-zung enacted the role of shroff thought that he had never struck such a sad financial year. It was not that he lacked customers. His stocks flowed in and out of the shop with cheering steadiness—but nobody paid. Every few days Sung would come in at evening dolefully shaking his head and unload a lot of brand new excuses that had been furnished him by the firm's clientele. Then he would hazard some optimistic hope for the immediate future, pocket a new pouchful of bills and start out on another round-up of hard-luck stories. It was always the same, and the New Year loomed up in ominous imminence.

Just before the big settling up time Sung fell victim to a touch of influenza. The boss, who was beginning to lie awake nights and arise in the mornings wearing a frenzied look, decided that he could not afford to allow the harassing of his debtors to slacken at this stage, and hired a temporary shroff to do the work. This individual proved to be a hustler. He called on practically all the firm's outstanding debtors during the first day and when he showed up at headquarters he brought with him a big bundle of papers and a trail of late persons who wanted to know what in time the firm meant by trying to get two payments for one lot of goods. The papers turned out to be receipts issued by Sung and they totaled up to something like \$1,400.

Thus it came about that Sung's first stroll after leaving the hospital was to the Mixed Court. Confronted with the evidence, he admitted that he had received certain sums which had not been turned over to his employer. Not over \$700 or \$800 altogether though, he said, and all of this had been spent for cigarettes, tea and other things strictly in connection with building up the business. The Court expressed its approval of this manner of business development by withdrawing Sung from activity in the courts for six months. A Stitch In Time Fifty-eight balls of yarn, eight bobbins of cotton and a large quantity of string were enumerated in the charge read against Jang Zung-zung in the Mixed Court the other morning. Jang was formerly a coolie in a Markham Road cotton mill and he admitted that he had extracted the goods from the mill stores. He was going to make himself a suit of clothes, he said. When Jang next has occasion to don a new outfit the season will be three months advanced and it won't take so much material.

The Elusive Rischia It is no fun promenading around on stone floors in your bare feet these mornings and when Li Ah-zung, who had spent fifteen soliloquizing minutes looking for first his boots, and then his shoes, finally found both, together with Tsha Ah-sau, on the point of passing through the compound gate, he was in no frame of mind to listen to explanations. He simply yelled for a cop and handed Tsha over. Tsha got a chance to explain at the Mixed Court next day but evidently the informal was profitless insofar as thinking up a negotiable alibi was concerned. What Tsha offered in reply to the Court's inquiry as to what he was doing in the Li premises was that he had gone in there to find a richa coolie. It will be six months before Tsha takes another richa ride, and then his itinerary will be restricted to those highways lying outside of the Settlement.

Moral—Wait Till Spring One of the coldest days of last week was the day Loh Kwhe-tsung selected to make pilgrimage to the bathhouse. When he had finished splashing the suds and had rasped the grooves down a bit with a wire-faced towel he caught shiveringly for his clothes. Not a cloth remained and a biting draught was sweeping in through the unlatched front door. Loh's anguished cry attracted a policeman, who heard his tale and then went huffot to the nearest pawnshop. Here he found Tsang Tshu-zu trying to browbeat the flint-faced party behind the counter into adding three coppers to the amount the latter nonchalantly reiterated as being his top offer for the pile of garments before him. When Tsang came up for justice it was suggested that any man who would pull off such a heinous feat as the stealing of a man's clothes this sort of weather must have other things on his conscience, so he was remanded a week to have the police a chance to check up on his record.

INDOOR SPORTS



At The Theaters

The Apollo Theater announced several good drawing cards for this week. Beginning tomorrow evening will be seen one of the new American "Vim" comedies, styled "Payment in Full," while the remainder of the program includes two new episodes, the 18th and 19th, of "The House of Hate" and British and American Gazettes. On Thursday a new Pathé production starring Irene Castle will arrive. It is called "The Mystery Client." Today's matinee shows the 16th and 17th episodes of "The House of Hate" and the leading item tonight is Gladys Hulette in "Annexing Bill." The Fredony Company is appearing this week at the Isis Theater in conjunction with a pretentious film version of Sir Walter Scott's great novel "Ivanhoe." This picture story is given in four parts and is said to be one of the most elaborate things of its kind attempted. It involves a cast of 500 persons with 50 horses and cost \$100,000 to produce. The battle scenes are said to be especially good. Parts of the popular serials "Who Is No One?" and "The Mystery Ship" are being shown this afternoon and evening.

Another new film which should have big drawing powers is the sensational "Utius" which will be shown at the Victoria Theater for three nights, beginning Tuesday. The picture is in six parts and deals with a man's revenge on a thieving partner. The Victoria bill tonight and tomorrow night has as headline number Vivian Martin in "Giving Becky a Chance." There are also two good comedies.

The stage success "Kindling," filmed by the Paramount studios with Charlotte Walker in the leading role, is the principal offering at the Olympic Theater this afternoon and evening. Two comedies are being screened as well. Edgar Warwick, popular with Shanghai audiences of past seasons by reason of his pack of "Court Cards," brings another troupe to town this week in "Vanity Fair," designated as a "revue comedy." Co-incidental with the company's advent will be tried out here a novel scheme of presentation, one which should take well with Shanghai amusement seekers. "Vanity Fair" in its various "editions" will be presented in the Astor House ball room, beginning tonight, and dancing will follow the performances. The Warwick company includes ten artists of ability and comes here with good recommendations from other cities. The booking is open now.

The Howitt-Phillips Company continues at the Lyceum this week, beginning with a repetition of "Damaged Goods" tomorrow evening. Somerset Maugham's comedy "Caroline" and Stanley Houghton's "The Younger Generation" are the plays for Tuesday and Wednesday nights.

Common Errors Made in Bidding At Bridge

By An Expert New York, December 20.—Among the signs of peace we find a return to the large semi-public games of auction, which are now getting into full swing under the management of various charities for the benefit of the boys in khaki. Some interesting hands come up in these games and also some remarkable illustrations of bidding. The consequences may not be serious in any one instance, but the accumulation of losses through such errors must run into large figures. Here is one, which had some interesting developments for the players. H—A Q 3 2 C—K D—J 8 3 S—A Q J 8 3 H—K 5 7 A—10 4 3 C—10 D—K 9 6 4 3 S—K 4 3 2 H—J 9 6 C—Q J 9 6 4 3 2 D—10 S—7 6 Z dealt and bid a club. This would be a good secondary bid or a take out, but it is certainly not a free bid, there not being a trick in the hand, which is absolutely useless for defensive purposes. A doubled. This is a good example of the abuse of a useful convention. A's cards are not strong enough to make a free bid in anything. Doubling a suit bid should show only one thing: that the doubler would have bid no trump, but for the fact that the adversaries will lead their suit and save the game. Would any one bid no trumps on A's cards? Y then stepped in and made a double mistake. Instead of passing up the double and waiting to see what B would say he interposed a bid, and instead of bidding a spade so as to show Z what to lead if B got the contract he bid no trump. Now B adds to the comedy of errors and bids two diamonds. What for? If his partner has a potential no-trumper and B sits over the actual no-trump bidder with three sure tricks, why not at light and defeat the contract, which B could easily have done? B's bid gave Y an opportunity to amend his first mistake and bid two spades. If B had passed Z might have known enough to deny the spades with three clubs, or he might have passed it up. As the cards lie, Y and Z can make either two spades and simple honors, or four clubs and simple honors, 35 either way. But instead of passing, or even waiting to see how the doubling hand liked the diamonds, B went on to three diamonds. When this got to Y he doubled and they set the contract for one trick, thanks to Z's knowing he should lead a spade. Had he started with a club-B would have won the game. The correct bidding on this hand would have been for Z and A to pass, Y to bid a spade and B to say nothing. Then Z would have bid his clubs and Y would have no more to say, as he

Today's Concert

At the concert in the Town Hall at 4:30 o'clock this afternoon the following program will be given: 1. Overture ... Phedre ... Massenet 2. Trio for Piano, Violin and Cello Mendelssohn 3. Two Slavonic Dances ... Dvorak 4. (a) Song of Poetry ... Shudoff (b) Song without Words ... Gens The Moscow Trio 5. Selection The Bohemians ... Puccini A de Kryger, Conductor-in-Charge. Shanghai Harriers' Club The Shanghai Harriers' Club will hold a training run in the Kiangwan country this morning. Fast and slow packs will be out and the start will be made from Hongkew Park pavilion at 10 o'clock.

Philippines Refuses To Postpone Olympics

The Philippine Amateur Athletic Federation has turned down a request from Japan, asking that the Olympic games at Manila be postponed from May until July or August. Uncertain weather conditions in the Philippines during the mentioned months is the reason given for the refusal. Mr. Frank W. Brown, representing the Tokyo Committee asked the postponement because May 9 is an inconvenient date for Japanese athletes. Filipino professional baseball players, restored to amateur standing after an absence from the game for a year, will not be allowed on the nine to represent the Philippine Islands at the coming Olympic games.

BASEBALL CLUB MEETING FRIDAY

Committee For 1919 Will Be Elected And Plans For Next Season Discussed The annual meeting of the Shanghai Amateur Baseball Club will be held on the third floor of the Carlton, Friday afternoon at five o'clock. The 1919 committee will be elected and plans for next season are to be discussed. F. B. R. says: A opens the pot and draws three cards. B draws three also and makes ace up. When A bets a chip B says, "As you are a big loser, I will lay down aces up and let you take the pot." C raises A, and then B protests that he did not know that C was in it and wants to bet. C says he is too late. C is correct. If B announces, in his proper turn, that he lays down his hands to A's bet of a chip, it does not matter what he has in it, or says he has, he is out of that pot, and it is C's turn to bet for it. F. B. R. asks since how long does three of a kind beat a straight. Forty-five years ago, when straights were first played, they ranked between two pairs and three. But for the last thirty-five years they have been invariably played to beat three of a kind and lose to a flush.

BLUES NOW TIED IN SECOND PLACE

Move Up Peg In Standing By 60-38 Victory Over American School

LEAGUE PROVING POPULAR

Games In New Basketball Circuit Schedule Are Drawing Good Crowds

STANDING OF THE TEAMS

| | W | L | PC |
|-----------------|---|---|------|
| Rowing Club | 4 | 1 | .800 |
| Training School | 4 | 2 | .666 |
| Y.M.C.A. Blues | 4 | 2 | .666 |
| American School | 2 | 3 | .400 |
| Y.M.C.A. Reds | 1 | 3 | .250 |
| U. S. Navy | 1 | 5 | .166 |

Games This Week
Monday afternoon at 5:30 o'clock
Navy vs. Reds at Rowing Club
Rowing Club vs. Blues at Rowing Club
Thursday night at 8:15 o'clock
Navy vs. Blues at Y.M.C.A.
Reds vs. Rowing Club at Y.M.C.A.
Saturday night at 8:30 o'clock
Training School vs. American School at Y.M.C.A.

By handily defeating the American School team at the Y.M.C.A. gymnasium last night, the Y.M.C.A. Blues worked into a tie for second place with the Training School in the Shanghai Amateur Basketball League. The score was 60-38, the Blues getting an early lead and holding a big lead all the way.

At the end of the first half, the Blues led 27-12 and although Bradley and Nichols were thrown out of the game in the second half for four personal fouls, the Y team, with but three men on the floor, kept on collecting tumbles. Glaugue was a tower of strength for the winners, bagging 13 goals from the floor. Nichols, Roberts and Hening had their eyes on the basket, too. Glaugue's scoring establishes a season's record and the feat commands notice because the big fellow was playing a guard position. Simons again was the bright light for the school boys. The forward netted nine baskets from the floor and one from a free throw.

The summary: Blues 60 American School 38 Nichols lf Simons Hening rf Campbell Roberts c Garrett Glaugue lg J. McGinnis Siler rg D. McGinnis Bradley rg

Goals from Robe—Glaugue, 13; Nichols, 6; Hening, 5; Roberts, 5; Bradley, Simons, 2; Campbell, 4; Garrett, 2; J. McGinnis, 2; Referee—Tung, Scorer—Rugh, Timer—Burke. Time—20-minute periods. How The Various Teams Look

The league enters the fourth week of the schedule with the Rowing Club quiet, asserting its strength and looming up as the probable champions of the circuit. The team has lost, but one game, dropping a hard-fought battle to the Y.M.C.A. Blues by a 16-14 score. All other victories came comparatively easy with the exception of the extra-session tussle with the Y.M.C.A. Reds. In this game, the Rowing Club used nine men. The Rowing Club meets the Blues and the Reds this week and should come through with victories over both aggregations.

The team that is sure to give the Rowing Club the most trouble is the husky Training School five captained by Hoh, a lad who is developing into one of the stars of the circuit. The quintet is fast and is a dangerous combination.

The other Y.M.C.A. teams, the Blues and Reds, have upped the ante several times. The Blues are in second place within easy speaking distance of the league leaders. The outfit has been handicapped by several changes in the lineup and team work has suffered. The Blues play the Navy tomorrow and Rowing Club Thursday. Glaugue and Hening are playing great basketball for the Blues.

Reds Got Away Poorly The Reds got away to a bad start and in the extra period battle against the Rowing Club, the combine was without Swan, who, with Swensen, are the outstanding members of the team. Swensen is one of the best all-around players in the league. The spirit displayed by the American School players and supporters is one of the features of the league.





In the Good Old Days

